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OPERATION & WORKS COMMITTEE MG.O

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FEBRUARY 18, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, FEBRUARY 18, 1987, 9:00 A.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham (Chairman)  
Councillor D. Cook  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department  
Date: February 13, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.



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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

FEBRUARY 18, 1987

MATTERS FOR CONSIDERATION:

1. Report dated February 10, 1987, from the Transit General Manager entitled "Executive Summary - Mississauga Transit Public Attitude and Ridership Survey."

In August 1986, the Ministry of Transportation and Communications agreed to assist the City in conducting a public attitude survey to find out some basic information about the Transit users and non-users.

The information would enable planning for the system to more effectively meet the requirements of the users and to address those factors which hinder some residents from using the system.

The Ministry supported this initiative and agreed to fund 75% of the project on the condition that the survey be a demonstration project to be used by other transit properties in the Province who wish to undertake research prior to preparing marketing plans for their systems.

The program consisted of the following:

- Phase I      Public Attitude and Ridership Survey (information gathering);
- Phase II     Development of Marking Plan;
- Phase III    Implementation and Monitoring.

Phase I is complete and a copy of the results is enclosed separately for the Members of Council and Department Heads. Copies are available in the Clerk's office for perusal.

The report summarizes the findings of Phase I in the following manner:

- (a)    Methodology
- (b)    Major Findings
- (c)    Market Overview

The survey gives a good idea of how the Transit Department and the service it provides are perceived by the residents of Mississauga (both riders and non-riders). It also provides a profile of riders and their requirements in terms of public transportation.

February 18, 1987

The challenge now is to provide a service that meets the requirements of the riders and the expectations of potential riders if the market share is to be improved.

Phase II will begin with a careful review of the findings and the preparation of a Marketing Plan which will outline all the things that must be done in Transit to achieve the corporate goal of attracting and holding riders.

The Province is anxious to see this demonstration project completed and has expressed willingness to assist with 75% of the cost associated with Phase II. Adequate funds are provided in the 1987 Transit Current Budget.

RECOMMENDATION:

- (a) That the Executive Summary - Mississauga Transit Public Attitude and Ridership Survey dated February 10, 1987, be received for information.
- (b) That Phase II (Development of Marketing Plan) of the Public Attitude and Ridership Demonstration Project in conjunction with the Ministry of Transportation and Communications be undertaken and that a report be submitted when completed.

Mr. W. Cunningham of Transit along with the Consultant (Environics Research Group Limited) will make a presentation to the Committee on this report.

D.05.01

2.

Report dated February 9, 1987, from the Transit General Manager regarding the practice of indoor storage of transit buses. The practice has increased greatly since 1945 and currently all major transit facilities in Ontario follow this practice.

Based on several reports, the estimated cost of providing indoor storage facilities will be equaled in about 7 years by the cost of increased maintenance and service.

The report summarizes the disadvantages of outdoor storage and provides two papers on the subject as follows:

- (a) "Proposed Storage Service and Office Facilities" - James F. MacLaren Associates of Toronto;
- (b) "Translating the Benefits Into Dollars" - Mr. H. Chaput of Ottawa Carleton Transit System.

In addition the Ministry of Transportation and Communications encourages indoor storage of buses and provides funds for this purpose.



RECOMMENDATION:

That indoor storage for buses continue to be provided on the basis of economic grounds as well as efficiency and rider satisfaction.

D.05.01

RECOMMEND ADOPTION

3.

Report dated February 12, 1987, from the Commissioner of Engineering and Works regarding the Mississauga City Centre/Highway 403 Feasibility Study.

In November 1986 Council approved the retention of McCormick & Rankin to carry out the Mississauga City Centre/Highway 403 Feasibility Study and the work was to be completed by the end of January 1987.

The Feasibility Study has been reviewed with the Ministry of Transportation and Communications at the Regional Director's level and the Regional Director has taken the Study to Senior Management and they concurred with the recommendations which are in this report.

RECOMMENDATION:

- (a) That the City of Mississauga approve the City Centre/Highway 403 Transportation Plan, as presented February 18, 1987 to Operations and Works Committee.
- (b) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for inclusion in the City's Capital Budget in 1988 and after:

1988 to 1992:

- o the construction of a partial interchange between Rathburn Road and Hurontario Street, in 1988.
- o the construction of the Hurontario/Sherwoodtowne intersection at the Highway 403 ramp terminal, in 1988.
- o the construction of the Highway 403 Arterial Extension between Cawthra Road and Dixie Road, 1988.
- o the construction of the Highway 403 Arterial Extension between Dixie Road and Eglinton Avenue (via Fieldgate) in 1989, and
- o the widening of Eglinton Avenue to 6 lanes between Fieldgate and Renforth, in 1990.

1993 - 1997:

- o the construction of the Highway 403 South Collector from Mavis Road easterly to City Centre Drive West (along the south side of Highway 403), in 1993.
  - o the construction of the Highway 403 North Collector from Hurontario Street westerly to Confederation Parkway including ramp connections to Confederation Boulevard, (along the north side of Highway 403), in 1994, and
  - o the construction of the Highway 403 North Collector westerly from Confederation Boulevard to Highway 403 west of Mavis Road, including a grade separation of Mavis Road, in 1995.
- (c) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for implementation beyond the 10-year period:
- o the construction of the Mississauga busway on a separate right-of-way between the City Centre and Highway 427.
  - o the construction of the City Centre West grade separation of Highway 403,
  - o the completion of the Highway 403 South and Highway 403 North Collectors.
  - o the construction of the Highway 403 basket weaves between Hurontario Street and Cawthra Road.
  - o the widening of Highway 403 to 8 lanes, and
  - o the construction of a diamond type interchange at the Highway 403 Arterial Extension and Cawthra Road.
- (d) That the City of Mississauga meet with the Ministry of Transport and Communications, Metropolitan Toronto and the City of Etobicoke to initiate the necessary negotiations in respect to the widening of Eglinton Avenue east of the Etobicoke Creek and the provision of a satisfactory bus link to Highway 427 southbound.

Mr. Nairn, of McCormick Rankin, the City's Consultant, will make a presentation on this Study.

D.01.04

RECOMMEND ADOPTION

4. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding Provincial priorities for highway improvements in Mississauga. The City Manager has requested that the Provincial priorities be reviewed with respect to roadway, interchange and sound attenuation walls and prepare a report for information.

The Ministry of Transportation and Communications has been contacted and the report outlines the 5 Year and 6-10 Year Programs.



As with any long range capital budget, the priorities are reviewed regularly. The M.T.C. formally review their program twice annually with the Deputy Minister and with the Minister. These reviews are generally in November/December and in April/May after the yearly allotment of funds.

The projects on the 5-year program are more likely to be constructed in the timeframe indicated, however, only those in the current year are funded. The projects in the 6-10 year timeframe are more subject to adjustment.

Staff from the Engineering and Works Department, Planning Department and Mississauga Transit are participating in the Greater Toronto Area Transportation Forum which is reviewing transportation requirements and priorities within the greater Toronto area. This review has included the review of the priorities within the Provincial Highway System and the City has requested advancement of some projects on the Provincial System.

The Planning Forum completed its work in December and a report will be forwarded to the Minister of Transportation and Communications for use as input in reviewing the numerous transportation proposals in the Greater Toronto Area.

Staff will continue to monitor the Provincial Program in the Mississauga area and report changes which impact Mississauga.

A full report on the Greater Toronto Area Transportation Planning Forum and the list of Mississauga priorities was adopted by Council on December 17, 1986 (OW-488-86 copy attached).

The Mississauga priorities for Provincial projects, such as the 401/403/410 interchange, the 403 arterial extension, and the 410/Courtney Park Drive interchange are now contained in either the 5-year program or the 6-10 year program. It would be our suggestion that the Minister should be requested to consider placing all of these projects in the next 5-year M.T.C. program and that the Ministry of Transportation and Communications be urged for completion of the 401/403/410 interchange earlier than 1990.

**RECOMMENDATION:**

That the Minister of Transportation and Communications be advised that the City of Mississauga Council has reviewed the proposed 5-year program and 6-10 year program for highway works within the City of Mississauga and requests the following:

- (1) That the completion of the Highway 401/403/410 interchange be prior to 1990;
- (2) That the Highway 403 arterial extension from Cawthra Road to Dixie Road be placed in the next 5-year program.

D.01.04

**RECOMMEND ADOPTION**

5. Report dated February 10, 1987, from the Commissioner of Engineering and Works regarding the alignment of Confederation Parkway from Burnhamthorpe Road to Eglinton Avenue.

Confederation Parkway is designated as a major collector in the City's Official Plan. It is proposed that Confederation Parkway extend from the Queensway to Eglinton Avenue where it will intersect opposite McLaughlin Road.

Confederation Parkway has recently been constructed and opened to traffic from Fairview Road to Burnhamthorpe Road.

North of Burnhamthorpe Road to Eglinton Avenue, the alignment must now be endorsed by Council.

Between Burnhamthorpe Road and the south limit of Highway 403, Confederation Parkway has been centred on the lot line between Lots 18 and 19.

North of Highway 403 there are existing Hydro towers which influence the alignment. Ontario Hydro has required that the toe of the embankment be kept a minimum of 15 metres (50 ft.) from the base of the towers. This requires the alignment of Confederation Parkway to be bent to the east around the towers. By skirting around the towers considerable cost savings are achieved as towers can be raised rather than relocated.

During the processing of the Goodman Draft Plan of Subdivision (T-84001), the south west corner of the plan was required to be held in reserve. This Department placed the requirement on the Draft Plan for two reasons. First, the alignment and profile of Confederation Parkway over Highway 403 and across the Hydro corridor had not been tied precisely and secondly it was felt that the construction of homes in the immediate vicinity of the flyover should be delayed until after the approaches and flyover are constructed.

The remainder of the Confederation Parkway from just north of the Hydro property to Eglinton Avenue lies within the property of Earl Madill. A Draft Plan of Subdivision (file T-86088) has recently been circulated by the Planning and Building Department.

The alignment of Confederation Parkway through the Draft Plan area has been reviewed by this Department and is satisfactory and, can provide for a satisfactory alignment around the Hydro towers.

R.E. Winter's on behalf of the owners of the Goodman property have submitted a proposed alignment which provides for an alignment with a sharper curve (approximately 250 metres) around the towers and an alignment further to the west, north of the Hydro right-of-way.

Based on a review of both alignment, the alignment as shown on the Draft Plan dated October 21, 1986 which has been submitted by Mr. Madill under File 21T-86088M is recommended.



As mentioned, a section of Goodman Draft Plan (T-84001) was reserved until final design and construction of the Confederation Parkway/Highway 403 flyover has been completed. A similar condition will be placed on the Madill Draft Plan. The extent of which will be determined during finalization of this Department's Draft Plan conditions.

**RECOMMENDATION:**

- (a) That the alignment of Confederation Parkway between Burnhamthorpe Road and the south limit of Highway 403 be centred on the lot line between Lots 18 and 19.
- (b) That the alignment of Confederation Parkway north of the Hydro corridor as shown on the Draft Plan of Subdivision dated October 21, 1986 (T-86088) be approved in accordance with the report dated February 10, 1987 by the Commissioner of Engineering and Works.

T-86088

**RECOMMEND ADOPTION**

6. Report dated February 9, 1987, from the Commissioner of Engineering and Works regarding Melissa Street from Confederation Parkway to Hurontario Street.

Back in 1980 considerable discussion took place concerning the upgrading of the streets and traffic patterns in the northwest quadrant of Hurontario Street and Dundas Street. The primary reason for the review at that time was the probable processing of the draft plan for the Blue Cedar Lands with the subsequent construction of Hillcrest Avenue and Confederation Parkway to complete the ring road system, the opening of the new GO Station by T.A.T.O.A. in 1981/82 and the possible redevelopment of properties in the area south of Melissa. All of these features are now a reality or in progress and, in fact, Confederation Parkway is now open from Dundas Street West through to Burnhamthorpe Road West.

A special levy on development/redevelopment in addition to the normal levy has also been approved by Council for the area bounded by Melissa Street, Hurontario Street, Dundas Street West and Confederation Parkway. Before discussing the possible construction of Melissa Street it is necessary to briefly summarize some of the background regarding the status of the right-of-way. The salient points are outlined below.

1. The road allowance shown as Milton Street was laid out as part of Registered Plan TOR-12 in FEB. 1869.
2. Milton Street was never constructed and has never been closed by by-law to the best of our knowledge.
3. Investigation has revealed that in 1890 and in 1901 certificates were issued by the High Court of Justice, Chancery Division, vesting title of the parts of Melissa Street shown shaded as Part 1 (on attached sketch) to the person occupying the land at that time. Since that time all deeds up to and including the School Board include that portion of Melissa Street.
4. With respect to the other section shown shaded as Part 2 the School Board has no registered title to our knowledge but have occupied that portion for at least as long as the School has been there.
5. The City owns part of Melissa Street shown as Part 3 as it forms part of the Hurontario Street road allowance.
6. From the westerly limit of Melissa Street to Confederation Parkway is owned by the City (Park).
7. The name Milton Street was changed to Melissa Street by Toronto Township By-law No. 2333 on July 2nd, 1957.

The overall road pattern in the area has been reviewed and have again concluded that Melissa Street between Confederation Parkway and Hurontario Street should form part of the overall street network from a traffic standpoint. The location of a future intersection at Hurontario Street and Melissa Street is appropriate from a technical standpoint as the distances from Dundas Street to Melissa Street and Melissa Street to Hillcrest Avenue are conducive for all turn movements. Agnes Street could then become one-way west or right-in/right-out co-incident with the completion of the construction of Melissa Street.

Melissa Street construction could be phased into two stages:

**STAGE I** - Reconstruction of Cook Street from Agnes Street to Melissa Street and the construction of Melissa Street from Cook Street to Hurontario Street.

**STAGE II** - Construction of Melissa Street from Cook Street westerly to Confederation Parkway.

If and when the T. L. Kennedy site is redeveloped the feasibility of extending Cook Street northerly to Hillcrest Avenue would be reviewed at that time. The alignment and the funding of the construction of Melissa Street should be pursued at this time as this will involve extensive negotiations with the Peel Board of Education in order that this project can be discussed as part of the 1988 Capital Budget Discussions.

The establishment of Melissa Street as a road between Hurontario Street and Cook Street and thence westerly to Confederation Parkway will not change this Department's recommendations with respect to access from Dr. James property on the east side of Hurontario Street to Hurontario Street.



**RECOMMENDATION:**

- (a) That Melissa Street from Confederation Parkway to Hurontario Street be confirmed as an integral part of the road network for the area bounded by Confederation Parkway, Hurontario Street, Dundas Street West, and Hillcrest Avenue.
- (b) That an engineering drawings be prepared showing the recommended alignment of Melissa Street.
- (c) That upon approval of the alignment of Melissa Street by Council the Clerk's Department in conjunction with the Engineering Department and the Legal Department commence negotiations with the Peel Board of Education with respect to the acquisition of the right-of-way for the proposed Melissa Street alignment.
- (d) That the construction of Melissa Street, Stage I, Hurontario Street to Cook Street, and the reconstruction of Cook Street from Melissa Street to Agnes Street be referred to the 1988 Capital Budget discussions for inclusion into the 1988 - 1998 Capital Budget.

J.05.01

**RECOMMEND ADOPTION**

7.

Report dated January 28, 1987, from the Commissioner of Engineering and Works with respect to the Flood and Erosion Control Study for the Little Etobicoke Creek.

The Engineering Department was authorized to appoint a consultant to carry out a study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek. The study was to determine the works required and costs for flood protection works at Tyndall Nursing Home, the Brick Warehouse as well as other areas along the creek. Based on discussions with the M.T.R.C.A. the following consultants were invited to prepare proposals:

- M.M. Dillon
- Totten, Simms & Hubicki Ltd.
- Cumming-Cockburn & Associates Ltd.

**RECOMMENDATION:**

That the firm of Cumming-Cockburn and Associates Ltd. be retained to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987 at an upset limit of \$49,500.00 and a by-law enacted to authorize execution of the Agreement between the City and Cumming-Cockburn.

J.05.86035.01

J.05.86035.02

**RECOMMEND ADOPTION**

8. Report dated January 28, 1987, from the Commissioner of Engineering and Works regarding the Erindale Station GO Burnhamthorpe Road Pedestrian Grade Separation.

The pending expansion of the Toronto/Milton GO Rail Service on the C.P.R. Line will require that the existing pedestrian grade separation over Burnhamthorpe Road be replaced.

The present structure was designed for an additional GO track and at present it serves as the temporary pedestrian bridge.

GO Transit has agreed to continue to provide a grade separated pedestrian crossing by the installation of a two span overhead structure immediately east of the present location provided that the City provides a gratuitous permit of occupancy.

The Engineering and Works Department has reviewed this proposal and concurs with GO Transit's request. The grade separation would continue to provide direct and unrestricted access from the south sidewalk and bus bay of Burnhamthorpe Road to the GO Station and further facilitate access from a possible GO Transit parking lot expansion on the south side of Burnhamthorpe Road, the lands for which are presently being negotiated by GO Transit.

The type of structure proposed is a steel truss similar in style to an existing pedestrian overhead structure on Derry Road. The Public Works Department and the Area Councillor have reviewed the proposal and have no objection to same. A general arrangement and a cross section sketch of the type of structure is attached.

It is recommended that the City grant GO Transit permission to construct and maintain at their cost, a pedestrian overhead structure over Burnhamthorpe Road at the Erindale GO Station subject to building permit requirements being met.

**RECOMMENDATION:**

- (a) That GO Transit be advised that the City grants permission to GO Transit to construct and maintain at their expense a pedestrian grade separation over Burnhamthorpe Road at the Erindale GO Station.
- (b) That the Legal Department prepare the necessary agreement on the basis that there be no charges to GO Transit for occupancy of the City right-of-way.
- (c) That the final design and construction details of the structure be subject to the approval of the Commissioner of Engineering and Works and compliance with building permit requirements.

D.04.02

**RECOMMEND ADOPTION**



9. Report dated January 28, 1987, from the Commissioner of Engineering and Works with respect to Barbertown Road Bridge over the Credit River which has been closed to road traffic for a number of years and now serves as a pedestrian crossing at the Credit River.

The Engineering & Works Department has from time to time, carried out repairs to the structure and approaches. The most recent repair being the replacement of the wood deck during the Fall of 1986.

In conjunction with the above work, repairs are further required to certain structural members which have rusted. In addition, the structure requires a thorough sand blasting, rust proofing and painting.

RECOMMENDATION:

That the Barbertown Road Bridge be repaired, repainted and that the firm of Morrison & Hershfield be retained to provide expert supervision in structural repairs to the bridge and that funds in the amount of \$20,000.00 including \$5,000.00 in consulting fees be available in Account No.08212-05-4192-0200.

F.02.08

RECOMMEND ADOPTION

10. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a draw on the developer's securities for the completion of repairs to the acoustical fence to the rear of Lots 1, 2 and 3, Plan M-263, Highdale Subdivision, located north of Dundas Street and west of Cawthra Road.

In accordance with the terms of the Engineering Agreement for Plan M-263, the developer is required to construct a ten-foot acoustical barrier to the rear of lots 1 to 3. Due to the fact the fence was in an unacceptable state of repair this Department advised the developer in a letter dated May 14, 1986 to undertake the appropriate repairs and arrange for the issuance of a certificate by the consulting engineer confirming that the completed fence is structurally adequate.

The developer did retain a contractor to undertake repairs to the fence, however, to date the repairs have not been completed to the satisfaction of this Department.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to retain a structural engineer to determine the extent of repair/reconstruction required to restore the acoustical fence to the rear of lots 1 to 3, Plan M-263, to a structurally certifiable condition.
- (b) That the Commissioner of Engineering and Works be authorized to engage a contractor to undertake the required repairs/reconstruction of the acoustical fence to the rear of lots 1 to 3, Plan M-263 and that all expenses incurred by the City be drawn from the developer's Letter of Credit currently valued at \$24,305.69.

B.06.263.01

RECOMMEND ADOPTION

11. Report dated January 21, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive), Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street.

Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands. The original agreements will remain on file with this Department.

RECOMMENDATION:

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street the developer be advised that the requirement for the installation of central air conditioning on Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive) of that plan is waived on the condition that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

B.06.595.02

RECOMMEND ADOPTION



12. Report dated January 21, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street.

Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot; however, the Land Titles Office will no longer permit registration of these agreements on the title of the lands and the original agreements will remain on file in the Department.

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street that the requirement for the installation of central air conditioning be waived on Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, on the understanding that that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

B.06.595.02

RECOMMEND ADOPTION

13. Report dated February 4, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Heswall Court Subdivision Plan 43R-7783, C.A.'B' 200/97-M, located north of the Queen Elizabeth Way and east of Springbank Road. The subject development consists of 4 single family residential building lots. As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services. Those portions of the Heswall Court allowance which were dedicated by the developer pursuant to Schedule 'B' of the Engineering Agreement have been established as public highway pursuant to By-law 171-81, consequently a by-law will not be required.

RECOMMENDATION:

That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Heswall Court Subdivision, Plan 43R-7783, C.A. 'B' 200/79-M, located north of the Queen Elizabeth Way east of Springbank Road and that the Letter of Credit securing the Engineering Agreement for Plan 43R-7783, (current value \$5,215.74) be released to the developer.

B.08.01

RECOMMEND ADOPTION

14. Report dated January 23, 1987, from the Commissioner of Engineering and Works with respect to the assumption of the municipal works for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road. The subject development consists of 23 single family residential lots. As far as the Department is concerned, the developer complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road and that the securities (current value \$31,814.00) be released to the developer, the United Lands Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-330 as public highway and part of the municipal system of the City of Mississauga.

B.06.330.02

RECOMMEND ADOPTION

15. Report dated February 5, 1987, from the Commissioner of Engineering and Works with respect to the assumption of the municipal works for Erin Mills - Meadowvale West - Neighbour 307, Plan 43M-496 (located north of Britannia Road West and west of Erin Mills Parkway. The subject development consists of 18 residential lots. As far as the Department is concerned, the developer complied with all of the requirements of the Engineering Agreement for the installation of municipal services.



RECOMMENDATION:

- (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Erin Mills - Meadowvale West - Neighbour 307, Plan 43M-496 (located north of Britannia Road West and west of Erin Mills Parkway) and that securities valued at \$117,978.91 be released to the developer, Cadillac Fairview Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-496 as public highway and part of the municipal system of the City of Mississauga.

B.06.496.02

RECOMMEND ADOPTION

16.

Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding the after hours operation of the Traffic Signal Control Centre in response to concerns expressed by Mayor H. McCallion relating to traffic congestion in the area of Hurontario Street and Britannia Road on October 10, 1986. During this p.m. peak period, Mayor H. McCallion was concerned that the traffic signal control system was not operational as congestion in the area was severe.

The traffic signal control system is currently operational 24 hours per day, everyday. Numerous timing plans for each signalized intersection are resident in the data base and are implemented automatically for the a.m., p.m. and off peak periods of the day. Operator intervention is not required for this function. The communications portion of the system sends information to each intersection which in turn acknowledges receipt by sending return messages to the computer.

Should a situation arise whereby all is not well with any given intersection, the computer will "let go" and the intersection will operate by itself with its own independent traffic controller. Such circumstances as static on the communication line, slow response to messages between the computer and the intersection, etc. will cause this to occur. Transitions between computer control and local control are invisible, and failed intersections are difficult to detect by the average motorist.

The computer itself is monitored by an alarm which senses power, temperature, and communication. Should power be removed, the temperature rise, or the computer stop communicating, an alarm would sound in the Traffic Control Centre, as well as in the Dispatch Centre of the Mavis Road Works Facility.

During normal business hours, Control Centre staff would take whatever action is necessary to re-enable the system. The system will restart by itself following short power failures.

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After normal hours, the alarm would be detected by the Works Department Dispatcher who has available the names and home telephone numbers of the three Traffic Control Centre staff members, as well as a telephone pager which has been issued to staff.

While these staff members are not "on call" they each have available to them computer terminals capable of accessing the traffic control computer remotely. This allows for regular checking of the system during other than normal working hours.

Our signal maintenance contractor is "on call" 24 hours per day for intersection related problems and is capable of handling system related problems at the intersection, as well as traditional maintenance items such as burnt out bulbs, misaligned signal heads, etc. Calls received by the Works Department Dispatch with respect to individual intersections are forwarded to the contractor for remedial action.

With respect to Mayor H. McCallion's call of October 10, 1986, our dispatcher was able to relay the expressed concerns to staff who in turn monitored the performance of the system, specifically in the Hurontario Street/Highway 401 area. It was determined that all of the signals in the area were functioning properly.

The congestion encountered, we feel, is attributable to the volume of traffic in that area on the Friday evening of the Thanksgiving holiday weekend. Staff reported that a "bumper to bumper" situation was being experienced on Highway 401 through the Hurontario Street area, thus causing excessive congestion on the highway ramps as well as Hurontario Street and Britannia Road.

The traffic signal control system is programmed to respond to established traffic patterns and demands. Automatic response to traffic congestion appearing as the result of accident incidence, construction emergencies, or unexpected oversaturation of the roadway is not achievable.

#### RECOMMENDATION:

That the report dated February 2, 1987 from the Commissioner of Engineering and Works with respect to the after hours operation of the Traffic Signal Control System be received.

J.05.82043

#### RECOMMEND ADOPTION

17. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding proposed u-turn prohibition on Eglinton Avenue east of Tomken Road. Mrs. S. Tchiu of Old Carriage Road has informed Engineering and Works personnel of a potentially dangerous situation at the above noted location, due to numerous u-turns completed as a result of severe eastbound back-ups/delays in the a.m. peak period on Eglinton Avenue.



The Engineering and Works Department is aware of this situation and is in the process of designing intersection improvements that would facilitate a dual eastbound left turn movement. Unfortunately this improvement will not be completed until late 1987. Therefore, in an effort to increase the level of safety at this location, a u-turn prohibiting is proposed for eastbound motorists who are trying to avoid the back-ups to northbound Tomken Road. This is the best interim measure available until the permanent sector can be completed, and should, with enforcement, deter the conscientious motorist.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition for eastbound traffic on Eglinton Avenue at Tomken Road.

F.06.04.07

RECOMMEND ADOPTION

18. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a u-turn prohibition on Dundas Street east of Winston Churchill Boulevard.

In response to a complaint, personnel have reviewed traffic conditions on Dundas Street in the area of the Rainbow Gas Bar, east of Winston Churchill Boulevard.

Accident records were reviewed at this location and several accidents associated with this access have been noted, before the extension of the centre island, which occurred in the summer of 1985. Since that time, our records indicate only three (3) incidents involving motorists making the unsafe u-turn around this extended island.

From an engineering standpoint, a further island extension to try and deter this movement would not be practical, motorists would probably still continue to make this u-turn movement regardless of the length of the island. The existing extension has been installed to current engineering standards and the distance from the driveway to the end of the island is comparable with similar installations. In an effort to increase traffic safety no u-turn signs will be posted in this area. This will only discourage u-turns if consistently enforced by the Police; however, it may prevent the unsure motorists from completing this unsafe movement.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition on Dundas Street for a distance of 150 metres (492 ft.) east of Winston Churchill Boulevard.

F.06.04.07

RECOMMEND ADOPTION

19. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a parking prohibition on MacIntosh Crescent.

Engineering and Works personnel have recently reviewed parking conditions in the area of MacIntosh Crescent in association with parents dropping-off pre-schoolers at Applewood United Church Day-care Centre.

Limited on-site parking is available at the Church which, in turn, causes parents to park illegally on Stanfield Road and MacIntosh Crescent. This creates a difficult and dangerous situation on Stanfield Road in front of the church area. Permitted parking on the outside portion of MacIntosh Crescent for a maximum period of one hour, 7:00 a.m. to 7:00 p.m. Monday to Friday, to provide a safer on-street parking area for drop-offs and pick-ups.

This type of prohibition would be beneficial to both motorists and area residents, as the residents should not be bothered by Sunday parking since their direct frontage (the inside portion of MacIntosh Crescent) would remain signed 'no parking anytime'. This would also maintain two-way traffic and allow for sufficient space for drop-offs and pick-ups while not interfering with residential frontages.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize one-hour parking, 7:00 a.m. to 7:00 p.m., Monday to Friday, on the outside of MacIntosh Crescent.

F.06.04.07

RECOMMEND ADOPTION

20. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a sight obstruction on Shelter Bay Road at Glen Erin Drive. Engineering and Works personnel have reviewed sight distances on Glen Erin Drive at Shelter Bay Road with regard to the school crossing guard stationed at the intersection.



The review has indicated that, at this location, vehicles park on the east side of Glen Erin Drive, north of Shelter Bay Road, obstructing the crossing guards view of southbound motorists when crossing students. These parked vehicles are in a 72-hour extended parking area which extends from Shelter Bay Road to Gananoque Drive.

In order to eliminate the sight obstruction, this parking area will have to be reduced by 30 metres (100 ft.), north of Shelter Bay Road.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a reduction of the 72-hour extended parking area on the east side of Glen Erin Drive, to run between 30 metres (100 ft.) north of Shelter Bay Road and 15 metres (50 ft.) south of Gananoque Drive.

F.06.04.02

**RECOMMEND ADOPTION**

21. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding Housekeeping Amendments to By-law 444-79, as amended to reflect the physical changes to on-site street signs.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to regarding housekeeping amendments to reflect the physical changes to on-site street signs.

F.06.04.01

**RECOMMEND ADOPTION**

22. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding housekeeping changes to By-law 444-79 with respect to the remaining northern portion of Hurontario Street which has been transferred from the Ministry of Transportation and Communications jurisdiction to the City of Mississauga. This will necessitate amendments to the by-law, but will not require any physical changes or on-site signing changes.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the housekeeping changes associated with the transfer of the northern portion of Hurontario Street from the Ministry of Transportation and Communications to the City of Mississauga.

F.06.04.01

RECOMMEND ADOPTION

23. Report dated February 9, 1987, from the Commissioner of Engineering and Works regarding Load Restrictions 1987. The Engineering and Works Department has prepared amendments to the Load Restriction Schedule of By-law 444-79 for the year 1987, and have attached the necessary draft by-law for Council's approval. The load restrictions are in effect during the months of March and April on these roads listed in Schedule 16 of the Traffic By-law.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the implementation of Load Restrictions for 1987.

F.06.04.01

RECOMMEND ADOPTION

24. Letter dated February 6, 1987, from Mr. D.R. Billett, Secretary of the Regional Street Names Committee in response to the request from the City that the Committee reviewed its policy of not recommending approval of street names which are duplicated in another municipality in the Region in light of the implementation of the enhanced 911 Emergency System.

Mr. Billett advises that the matter has been thoroughly reviewed and it was agreed that even if/when the 911 Enhanced System is in place and operating it will not reduce the need to avoid duplicated street names in Peel. The system itself has limitations, many calls will still be received outside of the 911 system, and duplicated street names will have to be avoided for the functioning of the general public, taxis, couriers, post office and delivery operations.

F.02.07

RECOMMEND RECEIPT



25. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Fitzwood Investments. U M.A. submitted "Dowling" as a proposed street name for the above noted subdivision. The Region of Peel Street Names Committee reviewed this submission at their meeting of February 4, 1987 and rejected "Dowling" as there already is a Dowling Crescent in Brampton.

RECOMMENDATION:

That "Dowling" not been approved as a street name for the Fitzwood Investments Subdivision T-83015 (lands located north of Britannia Road West and west of Second Line West).

T-83015  
F.02.07

RECOMMEND ADOPTION

26. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Ferbro Construction. Skira and Associates has submitted "Alpine Court" for use as a street name in the above noted subdivision. This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and approved.

RECOMMENDATION:

That "Alpine Court" be approved as a street name for subdivision T-84044, Ferbro Construction (lands located at the north-east corner of Rogers Road and Glen Erin Drive).

T-84044  
F.02.07

RECOMMEND ADOPTION

27. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names by First City Developments for T-86048. Team Three submitted the following names as proposed street names for the above noted subdivision.

Bayou	Orchid	Columbine	Papyrus	Crosshill
Prairie	Everglade	Redwood	Grossbeak	Riversedge
Honeysuckle	Saltmarsh	Lady Slipper		Sundew
Lavender	Water	Hyacinth	Mangrove	Water Lily
Marmot	Watersedge			

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and the following names were approved.

Columbine	Prairie	Crosshill	Saltmarsh	Grossbeak
Sundew	Lady Slipper		Water Lily	

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

RECOMMENDATION:

That Team Three be advised that the following names have been approved as street names for the First City Developments 21T-86048M.

Columbine	Prairie	Grosshill	Saltmarsh
Grossbeak	Sundew	Lady Slipper	Water Lily

T-86048  
F.02.07

RECOMMEND ADOPTION

28. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Menkes Industrial Parks T-76022. Menkes Industrial Parks Ltd. has submitted the following names as proposed street names for the above noted subdivision: Alstep; Menstan; Menway. This submission was reviewed by the Region of Peel Street Name Committee at their meeting of February 4, 1987 and approved "Alstep" and "Menway".

"Menstan" was refused because of existing similarly named streets.

RECOMMENDATION:

That Menkes Industrial Park Ltd. be advised that "Alstep" and "Menway" have been approved as street names for the Menkes Subdivision T-76022 (lands located south of Derry Road East/east Dixie Road).

T-76022  
F.02.07

RECOMMEND ADOPTION

29. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Meadowvale Subdivisions T-86063, T-86065 and T-86096. Markborough Properties Ltd. submitted the following names as proposed street names for the above noted subdivision:

Agency	Galaxy	Shamrock	Baltic	Incorporation
Southampton		Business	Milltower	St. Charles
Continental	National	St. James	Dividend	Officer
States	Financial	Presidential		Venture
Research				



This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and the following names were approved:

Agency	Officer	Baltic	Shamrock	Continental
States	Dividend	Financial	Milltower	

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

**RECOMMENDATION:**

That Markborough Properties Ltd. be advised that the following names have been approved as street names for the Meadowvale Subdivisions T-86063, T-86065 and T-86096.

Agency	Milltower	Baltic	Officer
Continental	Shamrock	Dividend	States
Financial			

T-86063  
T-86065  
T-86096  
F.02.07

**RECOMMEND ADOPTION**

30.

Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Central Erin Mills Neighbourhood 202A, T-85028. J. Bousfield submitted the following names as proposed street names for the above noted subdivisions.

Royal Mills Court	Royal Credit Gate	Royal Credit Court
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This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and Royal Mills Court was approved and to prevent confusion only one of the two proposed Royal Credit street names was approved.

**RECOMMENDATION:**

That Royal Mills Court and one of the Royal Credit street names be approved for subdivision T-85028, Central Erin Mills Neighbourhood 202A (lands located at the north-east corner of Eglinton Avenue West and Mississauga Road).

T-85028  
F.02.07

**RECOMMEND ADOPTION**

31. Report dated January 22, 1987, from the Commissioner of Engineering and Works and City Solicitor in response to a letter November 3, 1986, from Staff Inspector C.N. O'Toole, Peel Regional Police, re appointment of Animal Control Officers as Police Officers to enforce the Ontario Society for the Prevention to Cruelty to Animals Act.

Staff Inspector C.N. O'Toole wrote to the Mayor and provided copies of correspondence received from the Ontario Humane Society and advised that the Police Department are unable to enforce the provisions of the Ontario Society for the Prevention of Cruelty to Animals Act (hereinafter called the "O.S.P.C.A. Act") and suggested that "the City Animal Control Officers" be "sworn in as Police Officers" and that they fall within Section 11(3) and would be in position to enforce the O.S.P.C.A. Act. It was also suggested in this letter that the City of Burlington was carrying out such a practice.

On December 6, 1986, Ruth Bancroft wrote to the Mayor and suggested that the Council "consider asking the Province of Ontario to give our excellent animal control staff the authority to handle all cases concerning animals".

The O.S.P.C.A. Act gives powers of enforcement of the Statute to every inspector and agent of the Society and Subsection 11(3) provides

"In any part of Ontario in which the Society or an affiliated society does not function, any police officer having jurisdiction in that part has and may exercise any of the powers of an inspector or agent of the Society under this Act."

A police officer by definition is a person duly appointed under the Police Act and in the City of Mississauga such a person would be a member of the Peel Regional Police Force. There is no provision in the O.S.P.C.A. Act for a by-law enforcement officer or any City staff to be appointed for the purposes of enforcement of the O.S.P.C.A. Act.

In the City of Burlington certain of their animal control officers have been sworn in as special constables. These individuals enforce the provisions of Sections 400 and 404 of the Criminal Code which relates to cruelty to animals. However, these officers have not and cannot enforce the provisions of the O.S.P.C.A. Act.

The Ministry of the Solicitor General has indicated that they will not support any application for the appointment of special constables for any purpose. This municipality has tried in the past without success to have more special constables appointed for the purposes of enforcing the Public Vehicle Licensing By-laws. The government currently has a policy of restricting the appointment of special constables. The special constables appointed in the City of Burlington were appointed in 1974 and 1975 and no new constables have been appointed since 1975. The Ministry of the Solicitor General also advises that in jurisdictions where there is no Humane Society the local Police Force enforce the provisions of the O.S.P.C.A. Act.



In conclusion therefore, the by-law enforcement staff of the City of Mississauga have no legal powers to enforce the O.S.P.C.A. Act and would not obtain powers to enforce the provisions of Sections 400 and 404 of the Criminal Code. The Peel Regional Police have powers to enforce both the O.S.P.C.A. Act and Sections 400 and 404.

**RECOMMENDATION:**

- (a) That Staff Inspector C.N. O'Toole, Peel Regional Police Force, be advised that the City of Mississauga's By-law Enforcement staff cannot legally enforce the provisions of the O.S.P.C.A. Act.
- (b) The Peel Regional Police Force be asked to contact the Ministry of the Solicitor General to obtain more information on how the O.S.P.C.A. Act is enforced in other jurisdictions in the Province of Ontario by local police forces.

L.07.01.02

L.07.04.01

**RECOMMEND ADOPTION**

32. Report dated January 28, 1987, from the Commissioner of Engineering and Works and City Solicitor in response to a request from the Solicitor for the Owner of a 15.7 acre parcel of land located at 4360 Creditview Road regarding a title problem. The easterly boundary of the property includes an unopened road allowance between two concession lots which is marked by a post and wire fence which has been in place since December 1941. The owners have occupied the road allowance for a period in excess of forty years.

The Solicitor for the landowner is requesting a quit claim deed of the road allowance although there may remain legal impediments to clear title; however, the Solicitor is prepared to accept a quit claim. The Legal Department has no difficulty in granting the request.

**RECOMMENDATION:**

That a by-law be enacted to authorize execution of the Quit Claim Deed to quit claim its right, title and interest in part of the road allowance between Lot 8, Range 5 NDS and Lot 23, Concession 2 NDS (4360 Creditview Road).

33. Report dated January 26, 1987, from the Commissioner of Finance and Treasurer in response to a request from the Operations and Works Committee, at its October 1, 1986 meeting, for an explanation of the financing of the Sawmill Creek Watercourse Improvements Works in Central Erin Mills Neighbourhood 210/211 (north of Highway 403 between Erin Mills Parkway and Winston Churchill Blvd.).

Attached is a copy of the report dated September 23, 1986, from the Commissioner of Engineering and Works which raised the question.

Financing for the project was to be provided from development levy funds reallocated from several prior years' drainage improvement projects. The financing for these projects had been Old John Doe, New John Doe, and Major Watercourse Improvement development levies.

There are two reasons why it is appropriate to finance the project in this way. First, all development in the new residential districts of Lisgar, Erin Mills West, Central Erin Mills, East Credit, and Hurontario is being carried out under the City's Development Levy Policy (New John Doe). Hence, all these areas, including the subdivision bordering this section of the Sawmill Creek, are New John Doe areas, and the old distinction between Big Three and John Doe developers is no longer relevant. Second, the City's development levy is based on the City-wide, long-run, average cost of servicing development. It has always been the City's practice to pool all John Doe development levy receipts and to allocate those funds through the annual capital budget process to the highest priority growth-related projects across all the developing areas. This approach permits greater flexibility in responding to changing development patterns, and allows projects to be carried out earlier than would be possible if the use of development levies was confined to the immediate area where they were paid.

RECOMMENDATION:

That the report dated January 26, 1987, from the Commissioner of Finance and Treasurer on the financing of the Sawmill Creek watercourse improvement in Central Erin Mills Neighborhood 210/211 be received.

B.06.685.02

RECOMMEND RECEIPT

34.

Report dated February 18, 1987, from the Commissioner of Planning and Building regarding a request from Councillor P. Mullin for a report on fencing policies. When assessing the fencing requirements for land development proposals reference is made to the Council-approved standards in the Subdivision and Landscape Approval Manuals, as follows:

- 1) All fencing required for screening must be 1.83m (6 ft.) high and a solid screen type with no visual openings.
- 2) Special detailing of the fence, e.g. masonry pillars and wall, must be provided:
  - a) adjacent to municipal street intersections, and
  - b) to break up long extents of fencing adjacent to municipal streets.



- 3) Fencing is assessed individually and on its own design merit.
- 4) The design and type of fencing must be coordinated with any adjacent subdivision fencing in the area.
- 5) Fencing will be superseded should a noise barrier be required; however, this will still be subject to the requirements outlined in items 2, 3, and 4.
- 6) The grades of the rear yard of a lot should not be higher than the 1.83 (6 ft.) high solid screen fence to ensure privacy for the homeowner.
- 7) The following technical requirements for fencing must be included for durability and future aesthetics of the fence.

#### WOOD FENCING

Acceptable wood types are No. 1 Grade cedar and pressure treated Jack Pine.

Use wood identified with a grading stamp of C.L.S. certified agency.

Use wood with a moisture content of less than 19% at time of installation.

Requirement for pressure treatment of Jack Pine.

- a) Treat posts with chromated copper arsenate (C.C.A.) preservation to retention of 6.4 kg/cubic metre.
- b) Treat boards and sheathing with C.C.A. preservative to a retention of 4.0 kg/cubic metre.

#### FASTENERS

Fasteners are to be non-corrosive (i.e. galvanized rail hangers or brackets). Toe nailing, galvanized staples and grooved railings are not permissible.

Use nails conforming to C.S.A. Standard B11.

Hot dip galvanized nails, bolts and lag screws in conformance with C.S.A. Standard G164.

CHAIN LINK FENCING

Black vinyl chain link fencing is to be detailed and installed in a manner conforming with the Recreation and Parks Department Standard Chain Link Fence Detail.

Galvanized chain link fencing is to be detailed and installed in a manner conforming with the Engineering and Works Department Standard Chain Link Fence Detail.

PRE-CAST CONCRETE FENCING

Pre-Cast Concrete Fencing is to be designed and certified by a Structural Engineer. The color and pattern will be assessed individually and on its' own design merits.

As the fencing industry introduces new designs and technology beyond that covered by the City Standards, submissions are reviewed on their merits; however, the basic principles of City Standards (heights, relationship with surroundings, quality of materials, etc.) are recognized.

Besides the prescribed standards, there is also a City "Fence By-law" which controls such matters as: fence heights related to various land uses, residential privacy areas, and proximity to street lines; fences with hazardous materials; and maintenance requirements.

RECOMMENDATION:

That the report dated February 18, 1987, from the Planning and Building Department on Fencing Policy be received for information.

L.05.01

RECOMMEND ADOPTION

35.

Report dated January 14, 1987, from the City Clerk in response to arequest for a permanent easement by Hydro Mississauga on closed out part of Crombie Road for their electrical distribution facility. The Engineering and Works Department has no objection to the request.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of Crombie Road closed by By-law 9-86 south of WEdmore Way described as Part 2 on Plan 43R-13067.

E.02.02.02.19

RECOMMEND ADOPTION

36. Report dated January 6, 1987, from the City Clerk regarding a storm sewer easement for William Street improvement project. In connection with this reconstruction, the City acquired from the Peel Board a storm sewer easement. In exchange, the City agreed to convey to the Board a parcel of land which has been occupied by the Board since the construction of Dolphin Public School. The conveyance will be subject to the retention of a blanket easement in favour of the City for a storm sewer and the Region watermain.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of Deed of Conveyance to the Peel Board of Education over part of the east half of Lot 5, Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 subject to the retention of an easement in favour of the City of Mississauga (Dolphin Public School).
- (b) That a by-law be enacted to authorize execution of an Easement Agreement in favour of the Regional Municipality of Peel over part of the east half of Lot 5 Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 (Dolphin Public School).

J.05.85016

RECOMMEND ADOPTION

37. Report dated January 28, 1987, from the City Clerk regarding an external easement required from Ontario Hydro to undertake the servicing of the Heritage Hills Subdivision for the purpose of constructing and maintaining a storm drainage channel. The location has been reviewed and approved by the Engineering Department and the acquisition will be funded by the developer.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Conveyance of Easement by the City of Mississauga from Ontario Hydro over Part of Lot 20, Concession 2 NDS, further described as Parts 1 to 9, inclusive on deposited Reference Plan 43R-13792 (Heritage Hills Subdivision).

B.06.728.06

RECOMMEND ADOPTION

38. Report dated January 28, 1987, from the City Clerk regarding an easement in favour of Kemper as a result of the sale of the closed out portion of Blythe Road to accommodate the septic tile bed to service the proposed house. The location has been reviewed and approved by the Engineering Department and the Environmental Division of the Planning and Building Department.



RECOMMENDATION:

That a by-law be enacted to authorize execution of an Easement in favour of William and Lola Kemper for a septic tile bed over Part of Lot 3, Range 2 SDS, Part 1, Plane 43R-14125 (closed out portion of Blythe Road).

E.02.02.02.20

RECOMMEND ADOPTION

39. Report dated February 6, 1987, from the City Clerk regarding the partial closure of Perivale Road north of Beacon Lane, Heritage Oaks Investments Inc., Registered Plan 43M-506.

Consistent with these requirements, the City's Parks Department has accepted cash-in-lieu from the developer for the performance of the required landscaping works contained within the proposed closed out part of Perivale Road and will be tendering a contract for the performance of these works. The closed out part of Perivale Road is to be retained by the City to provide access to the 30m (100 ft.) greenbelt strip to the north.

Pursuant to the requirements of the Servicing Agreement for Registered Plan 43M-506, the developer is also responsible to absorb all associated costs, advertising, legal, survey, etc., in connection with the closure.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Perivale Road north of Beacon Lane on Registered Plan 43M-506 provided further that the developer, Heritage Oaks Investments Inc., is responsible to absorb all associated costs in connection with the closure.

B.06.506.01

RECOMMEND ADOPTION

40. Report dated February 6, 1987, from the Commissioner of Engineering and Works regarding the partial closure and disposal of part of a Daylighting Triangle at the northwest corner of Hurontario Street and Mineola Road West, Part 2, Registered Plan 539.

A 15.24m (50 ft.) daylighting triangle located at the northwest corner of Hurontario Street and Mineola Road West was dedicated as a municipal highway on Plan 539 registered in February, 1946. The daylighting triangle was never constructed or travelled.

As a consequence of the processing of Rezoning File 02-50-86, the Engineering Department determined that the intended 15.24m (50 ft.) daylighting triangle was not required to its full extent for municipal purposes and could be reduced to 7.50 m (25 ft) resulting in a surplus area of 87.5m<sup>2</sup> (942 sq. ft.). The Engineering Department is in favour of the sale at market value of the surplus area of the dedicated daylighting triangle on Registered Plan 539 and, as such, must be closed pursuant to the provisions of The Municipal Act, R.S.P. 1980. The appraised value of the proposed closed out part of the daylighting triangle is estimated by the Clerk's Department at \$7,530.00.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of a 15.24m (50 ft.) daylighting triangle at the northwest corner of Hurontario Street and Mineola Road West described as Part 2 on Reference Plan 43R-13569 and that the City agree to convey the said closed out daylighting triangle to Lou Parsons Enterprises Inc. at the price of \$7,530.00.

F.02.03

E.02.02.23

RECOMMEND ADOPTION

41.

Report dated February 6, 1987, from the City Clerk regarding the proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre. Pursuant to the Site Plan Committee of November 13, 1986, (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states, "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive. The applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 20m (66 ft.) and an area of approximately 102m<sup>2</sup> (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

**RECOMMENDATION:**

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m<sup>2</sup> (1,100 sq. ft.) being a integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the reconveyance of the road.

E.02.02.23

**RECOMMEND ADOPTION**

42. Report 1-87 of the Traffic Safety Council meeting held on January 28, 1987.

A.03.04.11.02

**RECOMMEND ADOPTION**

43. Report 2-87 of the Public Vehicle Authority meeting held on February 10, 1987.

A.03.04.01

**RECOMMEND ADOPTION**



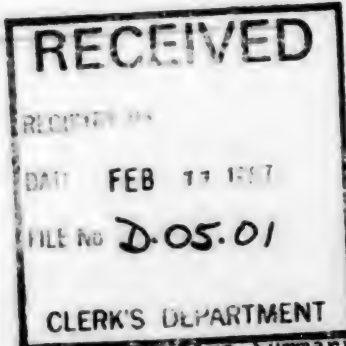


Mississauga Transit  
MEMORANDUM



MAYOR & MEMBERS OF COUNCIL

E. J. DOWLING  
GENERAL MANAGER



February 10th, 1987

OPERATIONS/WORKS FEB 18 1987

SUBJECT:

Executive Summary - Mississauga Transit Public Attitude  
and Ridership Survey

ORIGIN:

Mississauga Transit

COMMENTS:

Introduction

In August 1986 we received a commitment from the Ministry of Transportation and Communications to assist us in conducting a public attitude survey to find out some basic information about our users and non-users.

This information would enable us to plan our system more effectively to meet the requirements of users and to address those factors which hinder some residents from using the system.

The Ministry supported our initiative and agreed to fund 75% of this project on the condition that the survey be a demonstration project to be used by other transit properties in the Province who wish to undertake research prior to preparing Marketing Plans for their systems.

Our initiative comprises three phases.

Phase I - the Public Attitude and Ridership survey  
or the Information gathering stage;

Phase II - the Development of the Marketing Plan

Phase III - the Implementation and monitoring stage

1(a)

- 2 -

Phase I is now complete and a copy of the results of the survey are attached for your information. Phases II & III will be completed throughout the remainder of 1987 and into 1988.

The following is a summary of the findings in Phase I. It provides us with some basic information about our ridership which we didn't have before.

#### Methodology

Environics Research Group was retained by Mississauga Transit (MT) to conduct a public attitude and ridership survey among a representative sample of residents, 15 years or older, living in the City of Mississauga. The questionnaire used in this study was developed in collaboration with personnel of the Ministry of Transportation and Communications. The interviews were conducted during the late Fall of 1986 from Environics' central location in Toronto.

In total, 934 respondents were interviewed so that the major regions of the City of Mississauga were represented in their correct proportions.

The survey itself was undertaken in two phases: 1) a general population sample; and, 2) an oversample of current MT riders. The sample, after weighting, is representative of the population of Mississauga, 15 years of age or older. The margin of error for a sample of 934 respondents is plus or minus 3.2% at the 95% confidence limit.

#### The Major Findings

##### i) An Essential Service for the Residents of Mississauga

- 96% of Mississauga residents, 15 years of age or older, agree with the statement that MT is an essential service provided by the City of Mississauga.
- There is an overwhelming endorsement of the necessity of MT whether an individual uses MT regularly, occasionally or infrequently.

1(h7)

ii) Ridership of Mississauga Transit

- Two out of every three residents of Mississauga, 15 years of age or older, have used MT.
- 36% of residents ride MT one or more times in a typical month, while 17% ride MT at least once during an average week.
- Although MT riders are found in all regions of Mississauga, the heaviest concentration of riders are found in Cooksville, Dixie, the City Centre and Malton.
- Regular MT riders tend to be younger (15-25 years of age), working full or part-time and do not have access to a car.
- 13% of Mississauga residents, 15 years of age or older, are classified as dependent on public transit because they do not have access to a car. An additional 8% of residents have limited access to a car.

iii) Evaluations of the Service provided by Mississauga Transit

- 49% of Mississauga residents believe that MT provides an excellent or good service, 33% a fair or poor service and 16% are unable to provide an evaluation of the service.
- 95% of residents indicate that MT buses are clean, neat and in good condition.
- 7 out of 10 Mississauga residents and 81% of MT riders hold the opinion that MT provides a dependable service.
- 80% of riders agree that MT bus drivers are helpful and courteous.
- 77% of riders state that MT maintains its schedules as well as can be expected.



1(c)  
iv) The Fare Structure

- 69% of MT riders believe that current fares are reasonable.
- 92% of Mississauga residents state that the annual Senior Citizen's Pass should be continued.
- 86% of residents are in favor of a lower cash fare for elementary and high school students.
- 62% of riders usually pay cash, 24% purchase tickets, 10% use the Senior's Pass, 3% buy a Flashpass and 1% purchases a MT sticker for their GO Transit pass.

v) Changes and Improvements

- 92% of Mississauga residents agree that car drivers should allow buses that are leaving the curb back into the flow of traffic.
- Eight out of ten residents are in favor of express service to major destinations in Mississauga.
- 65% of residents support the creation of exclusive bus lanes on major roads during rush hours.
- 53% of residents and 76% of regular MT riders are in favor of MT acquiring more buses.
- 54% of residents believe the City of Mississauga should be spending more to improve MT. Among regular MT riders, this percentage rises to 74%.

Market Overview

The opinion that MT is an essential service provided by the City of Mississauga is held universally by the residents of Mississauga. The importance of MT is expressed by all individuals, whether or not they use the service.

16d1

Nevertheless, the findings from this study indicate that MT operates within a very limited public transit market. Eighty-seven percent of Mississauga residents, 15 years of age or older, own or have access to a car. This leaves a small but significant percentage of the population (13%) that is dependent solely on public transit for their out-of-home travel. In fact, 17% of Mississauga residents are regular riders of MT and an additional 8% are occasional riders.

Current riders generally are satisfied with the level of service provided by MT and the performance of MT personnel. MT receives a very favourable evaluation regarding vehicle cleanliness, service dependability and reliability, schedule maintenance and helpfulness of the drivers.

However, both riders and non-riders agree that they would like to see a number of service improvements. First, eight out of ten riders and non-riders are in favour of express services to major destinations in Mississauga. Second, 65% of riders and non-riders support the creation of exclusive bus lanes on major roads during the rush hours. Third, three-quarters of the regular riders agree that MT should acquire more buses. Fourth, over 90% of riders and non-riders agree that car drivers should allow buses leaving stops back into the flow of traffic.

The primary market for MT is composed of residents who do not have access to a car, therefore, are dependent on public transit. The study findings indicate that this market is already using MT.

The secondary market for MT consists of residents who might use MT on an occasional basis even though they have access to a car. That is, large numbers of Mississauga residents have a choice between taking their car or using public transit. They must be persuaded to use public transit to pursue activities such as attending sports events, making shopping trips and attending to personal business.

The secondary market corresponds to the off-peak use of MT. In order to accommodate the secondary market, in most cases it will be necessary for MT to provide special services, if it is to attract new riders. Making inroads into the secondary market will depend upon a successful marketing, advertising and promotional campaign.

162  
CONCLUSION:

The Survey gives us a good idea of how the Transit Department and the service it provides are perceived by the residents of Mississauga - both riders and non-riders.

Just as importantly though, it provides us with a profile of riders and their requirements in terms of public transportation. The challenge we now face is to provide a service that meets the requirements of our riders and the expectation of potential riders if we are to improve our market share.

Having completed Phase I, it is now our intention to begin Phase II with a careful review of the findings and then prepare a Marketing Plan which will outline all the things that must be done in Transit to achieve our corporate goal of attracting and holding riders.


The Province is anxious to see this demonstration project come to fruition and has expressed a willingness to assist us with financial help to 75% of the cost associated with the development of a Marketing Plan. Adequate funds were set aside in the Transit Department 1987 budget, which when added to potential funding from the MTC would allow us to conduct the second Phase.

It is our intention to continue to Phase II with the assistance of the M.T.C. At the end of that stage a further status report will be submitted to Council for information.

RECOMMENDATION:

- (a) That the Executive Summary prepared by E. J. Dowling, General Manager of Mississauga Transit, regarding the public attitude and ridership survey conducted by Environics Research Group be received.
- (b) That the General Manager of Transit be directed to undertake Phase II of the Demonstration Project with the M.T.C. and further that the General Manager of Transit submit a status report to Council for information on completion of this Phase.

EJD/AG:rac  
1.3(32)

  
E. J. Dowling  
General Manager





Mississauga Transit  
MEMORANDUM



Operations and Works Committee

E.J. Dowling

General Manager

RECEIVED

REGISTRY

DATE FEB 11 1987

FILE NO 205.01

February 9th, 1987

FEB 18 1987

OPERATIONS/WORKS

SUBJECT:

CLERK'S DEPARTMENT  
inside storage facilities for transit buses

ORIGIN:

A request from D. Lychak

COMMENTS:

The practice of indoor storage has greatly increased since 1945 and currently all major transit facilities in Ontario store their buses indoors.

Based on several reports on the subject, the estimated cost of providing indoor storage facilities will be equaled in about 7 years by the cost of increased maintenance and service.

When units are stored outside the following must be provided.

- (a) Permanent - paved area for bus storage and circulation
  - adequate flood lighting
  - weatherproof electrical outlets for trouble lights, vehicle heaters, servicing, etc.
- (b) Annual
  - maintain the fleet antifreeze level at - 35° (stronger solution)
  - change lubricants from summer to lighter winter lubricants
  - cables must be lubricated with a mixture of antifreeze and oil
  - reverse the above for summer operation

2(a)

- 2 -

To summarize the disadvantages of outdoor storage:

- a) annual conversion to winter oil and lubricants and back to summer oil and lubricants.
- b) buses must be left running all night when temperature is below freezing. This causes increased engine wear and will be a serious environmental pollution factor. The proximity of residences to the storage area will require sound containment to avoid complaints regarding sound at night. Continuous idling will also require increased fuel consumption.
- c) buses stored outside in cold weather will suffer substantially higher failure of other running parts due to the effect of cold.
- d) daily servicing of buses when stored outside is almost impossible due to snow and freezing conditions.
- e) when buses are run all night, staff must be increased to insure that buses are checked for problems or stalling.
- f) when entering service in cold weather, it will take up to an hour to bring interior of bus up to normal comfort level. This will be a cause of complaint from both drivers and passengers.
- g) considerable time will be lost when buses stored outside are brought in for servicing while snow and ice melt and metal parts warm up to a temperature suitable for handling.
- h) the many obvious effects of outdoor storage in cold conditions will result in reduced staff morale and efficiency.

ATTACHMENTS:

- 1) A report by James F. MacLaren Associates of Toronto - Proposed Storage Service and Office Facilities.
- 2) A paper by Mr. Hec Chaput of Ottawa Carleton Transit System translating the benefits into dollars (Feb. 1976).

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CONCLUSION:

The Ministry of Transportation & Communications has encouraged indoor storage of buses and grants funds for this purpose. The conclusion is that indoor storage for buses should be provided and that it can be recommended on economic grounds as well as those of efficiency and rider satisfaction.

Respectfully submitted,



E.J. Dowling  
General Manager

EJD/dk  
1.5(33)



2(c)

DESCRIPTION AND CALCULATION OF  
ADDITIONAL COSTS TO CTCRO BUS  
MAINTENANCE, SERVICING AND GARAGE  
OPERATIONS FOR OUTDOOR STORAGE

The measures taken to prepare for going through a winter with outdoor storage, the additional difficulties in service and about the garage, the loss in component life and increase in equipment failure have all been mentioned above.

These are described more fully and costed on the following pages in accordance with the methodology mentioned above and the data established in Appendix A.

(a) Winterizing of Buses

The following measures must be taken:

- Add antifreeze to the coolant to prevent freezing at temperatures down to  $-35^{\circ}\text{C}$ .
- Provide a supply of the above mixed to the proper ratio, to be kept on hand in the service bay for 'topping'..
- Convert from SAE 40 to SAE 30 motor oil.
- Convert from wheel bearing and chassis greases to a low temperature lubricant.
- Convert rear-end gear oil to a low temperature lubricant.
- Convert from telexflex cable lubricant to an SAE 10 and alcohol/antifreeze mix.

When winter is over all the above are repeated in reverse.

Note 1: Most light winter greases are not compatible with the regular heavier greases. If mixed together, lubricating properties are destroyed. Consequently before repacking, bearings must be thoroughly cleaned.

Note 2: Transit properties who enjoy indoor storage do not use antifreeze. Those who must use it have to be extra cautious as it can cause serious problems. If a leak in the cooling system permits antifreeze

2(d)

to get into the crankcase, the engine heat will cause it to burn and 'gum' up the engine. In the late 1960's at a CUTA maintenance conference the TTC reported losing five engines at one garage in this fashion. In addition antifreeze attacks the material used for booster pump seals.

Additional Cost Per Bus

Antifreeze - 10 gals. initial fill plus 10 gals. for topping =  $20 \times 4.5 \times \$1.34 = \underline{\$121.00}$

Alcohol, winter greases and oils - additional cost over products normally used estimated at \$30.00

Labour - 2 man days at \$12.00/hr., in December and again in April to convert back  $2 \times 16 \times \$12.00 = \underline{\$384.00}$

Total Cost = \$535.00

(b) Labour and Fuel for Idling

General Motors recommends that if buses are left outdoors idling in cold weather the idle speed should be set up to 700 rpm (500 rpm is normal). This is because the Detroit Diesel engine used in urban transit buses relies on heat to keep it running. At normal idle speed the amount of heat generated by the small amount of fuel injected into the cylinders is not sufficient to offset the cooling of the abundant amount of cold air driven into the cylinder by the blower. Consequently in fairly cold temperatures, say  $-20^{\circ}\text{C}$ , at normal idle speed it will gradually slow up and stall. At 700 rpm this tendency is reduced until temperatures become extremely cold ( $-30^{\circ}\text{C}$ ). Meanwhile the engine will run rough and on occasion cannot maintain 700 rpm and must be taken into the garage for fifteen minutes or so to recover. At 700 rpm the engine is not working very hard since it has little or no load to overcome. As a result it runs well below normal temperature ( $180^{\circ}\text{F}$ ) since the little bit of heat that is generated is being tapped by the body heating system. Meanwhile the outer bus body is being subjected to cold and wind-chill so the interior body temperature with heaters on, flattens out at only about  $5^{\circ}\text{C}$  or so above freezing.

Operation and idling of the Detroit Diesel engine at low temperatures ( $150$  to  $160^{\circ}\text{F}$ ) is cited as being a major cause of engine wear and is not recommended.

2(e)

For every dozen or so buses left outdoors idling, an attendant must be kept on duty full time to make sure they don't stall, overheat, or start lugging.

Additional Cost Per Bus

Labour - one attendant, one complete shift through the winter months =  $2,080 \times \frac{4}{12} \times \$10.00 \times \frac{1}{12} = \underline{\$578.00}$

Fuel - at 700 rpm idling speed, fuel consumption is 6 gals. in 8 hours for 120 days at 40 cents per litre =  $\$.40 \times 4.5 \times 6 \times 120 = \underline{\$1,300.00}$

Total Cost = \$1,878.00

(c) Loss in Component Life and Additional Running Repairs

(1) Engine

In the early 1960's the Cleveland Transit System ran controlled tests to determine the effect of continued idling in cold temperatures on engine life. They established that for every hour of idling, engine wear was equivalent to an hour working under load in service. This is due to the engine running at abnormally low temperature resulting in poor lubrication which in turn permits metal to metal contact of moving parts. Accordingly if the bus is in service for 17 hours and then idling for seven hours it is undergoing 24 hours of wear for only 17 hours of service. This amounts to a loss in engine life in the ratio of 7 to 24 during the period that the bus would be outdoors, i.e. 4 months. Similarly running repairs to engine and fuel system and oil and filter changes would increase in the same proportion.

∴ Additional Cost Per Bus

Labour =  $\frac{55,000}{3} \times \frac{7}{24} \times \frac{(.7 + .25 + .30)}{1,000} \times \$12.00 = \underline{\$77.00}$

Material =  $\frac{55,000}{3} \times \frac{7}{24} \times \frac{(10.20 + 1.65 + 4.10)}{1,000} = \underline{\$85.00}$

TOTAL \$162.00



24)

(2) Heating System

In order to keep the body interior from freezing the body heaters are also left in continuous operation while parked. This means that the heater motors, booster pump and controls are, like the engine in operation for an additional 7 hours per day through the winter months. However since the heating system is normally in operation from mid-October to mid-April, the component life lost becomes  $\frac{7}{24} \times \frac{4}{6}$  for every year of outdoor storage.

∴ Additional Cost Per Bus

$$\text{Labour} = 55,000 \times \frac{4}{6} \times \frac{7}{24} \times \frac{(0.50 \times \$12.00)}{1,000} = \$64.00$$

$$\text{Material} = 55,000 \times \frac{4}{6} \times \frac{7}{24} \times \frac{\$5.40}{1,000} = \$58.00$$

$$\text{TOTAL} \quad \underline{\underline{\$122.00}}$$

(3) Generator System

The heater motors put a load on the generator which is running continuously as it is direct-connected to the engine. Also interior body lights are switched on every hour or so as the attendant on duty checks the idle speed and safety alarm lights on the control panel. The additional mechanical wear would be in direct proportion to engine wear, but in terms of electrical wear since the load through the summer months is so light (only lights at night and starting up a few times a day) a factor of 3/6 is appropriate for calculating overall additional wear on the generator. The generator system represents approximately one-third of electrics and battery maintenance cost.

∴ Additional Cost Per Bus

$$\text{Labour} = 55,000 \times \frac{3}{6} \times \frac{7}{24} \times \frac{0.25 \times \$12.00}{1,000} = \$24.00$$

$$\text{Material} = 55,000 \times \frac{3}{6} \times \frac{7}{24} \times \frac{\$5.75}{1,000} = \$46.00$$

$$\text{TOTAL COST} \quad \underline{\underline{\$70.00}}$$

2(g)

(4) Components, Linkages and Parts Under the Body and Outside the Engine Compartment

All the components and linkages under the bus, external to the engine compartment undergo a different sort of punishment which also contributes to abnormal wear, tear and reduced component life. When in operation these components (air bellows and air-ride levelling valves, brake diaphragms and rubber door edges) are moving and flexing continuously. This keeps them from freezing even though they get splashed with snow, slush and water and are subject to severe wind-chill. However once the bus is parked overnight they are stationary and literally freeze in addition to being covered with ice.

When the bus goes into service in the morning these frozen components are suddenly put under load. They are forced to flex and move with the result that severe stresses are produced until they loosen up. During this period performance is sluggish and premature failures occur. Not only does this make for increased maintenance cost but in addition it creates a road call and service delay as the failures usually occur in service. These 'stress and strain' cycles occur every day the bus has been parked overnight outdoors and then goes into service - up to 120 times through the winter. It should be noted that these failures don't stop when the winter is over. They continue to be abnormally high for a year or so until all those that were cracked and weakened from the above fatigue have failed and been changed.

The estimated additional cost for these items is 25% of normal for an entire year. Labour and material per 1,000 miles extracted from suspension, brakes and doors is 0.30 and \$6.00 respectively.

∴ Additional Cost Per Bus

Labour	=	55,000	x	.25	x	$\frac{.30}{1,000}$	x	\$12.00	=	<u>\$50.00</u>
Material	=	55,000	x	.25	x	$\frac{\$6.00}{1,000}$			=	<u>\$83.00</u>
TOTAL COST										<u>\$133.00</u>

2th

(5) Wear Due to Initial Movement or Rotation  
with Frozen (or near frozen) Lubrication

Like the components under the bus body, the differential, steering and wheel bearings are stationary while the bus is parked outdoors overnight. When the bus goes into service in the morning these components take on heavy loads and if their lubricants are partly frozen good lubrication is not provided. The damage is usually done during the first few rotations. Metal to metal contact takes place and abnormal failure and wear result. Wheel bearing failures, like air bellows mentioned in (4) above, will increase significantly and life will be shortened. The rear end will suffer to a lesser degree since it is under less load (if properly driven). The more extreme the cold and wind-chill the greater will be the probability of damage.

The estimated additional cost for these items is 25% of normal for the entire year for labour and material.

∴ For rear axle and differential

Additional Cost Per Bus =

$$\begin{aligned}\text{Labour} &= 55,000 \times 0.25 \times \frac{0.20}{1,000} \times \$12.00 = \$33.00 \\ \text{Material} &= 55,000 \times 0.25 \times \frac{\$4.10}{1,000} = \$57.00\end{aligned}$$

And for front axle and steering

Additional Cost Per Bus =

$$\begin{aligned}\text{Labour} &= 55,000 \times 0.25 \times \frac{0.25}{1,000} \times \$12.00 = \$41.00 \\ \text{Material} &= 55,000 \times 0.25 \times \frac{\$5.40}{1,000} = \$74.00 \\ \text{Total} &= \$90.00 \text{ and } \$115.00 \\ &\text{respectively.}\end{aligned}$$

(6) Body, Doors and Windshield Wipers

Transit properties who have used outdoor storage report that windshield wipers and linkage receive a lot of rough treatment when buses parked outdoors get covered with freezing rain. Attendants and drivers breaking the ice away from wiper blades or scraping ice from the windshield are sometimes rough and impatient. As a result the wind-



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shield wiper system, which is relatively fragile, breaks some time later in service causing a road-call. Doors also suffer to some extent in the same manner. Body paint deteriorates faster due to general exposure throughout the year making it necessary to repaint a year or two sooner than when indoor storage is enjoyed.

The estimated additional cost is 10% of normal in material and labour.

∴ Additional Cost Per Bus

$$\text{Labour} = 55,000 \times \frac{0.30}{10} \times \frac{\$12.00}{1,000} = \$200.00$$

$$\text{Material} = 55,000 \times \frac{\$5.00}{10 \times 1,000} = \$28.00$$

$$\text{TOTAL COST} \quad \underline{\underline{\$228.00}}$$

(7) Transmission

During severe cold periods the transmission fluid and lubricants do not flow freely after standing idle for seven hours or so. The shifting mechanism likewise is sluggish. This results in gears not meshing properly during initial operation. If the attendant or driver is rough or impatient, it can be severe enough to cause serious breakage there and then. Equally serious is the small metal particles that are 'shredded' off when gears clash. These metal particles are carried by the oil through the system and attack the bearings reducing transmission life.

Estimated additional maintenance cost is 20% of normal.

∴ Additional Cost Per Bus

$$\text{Labour} = 55,000 \times \frac{20 \times .65}{1,000} \times \$12.00 = \$86.00$$

$$\text{Material} = 55,000 \times .20 \times \frac{\$21.60}{1,000} = \$238.00$$

$$\text{TOTAL COST} \quad \underline{\underline{\$324.00}}$$

2(j)

(8) Air System

While the bus is parked outdoors idling the compressor, which is direct-connected to the engine, suffers additional mechanical wear.

The bus is equipped with a unit called an air dryer to remove moisture and contaminants from the air system. This unit works well under normal conditions however in the winter when mild humid periods are followed by a sudden drop to below zero, the effectiveness of this unit can become badly impaired. This is caused by some particles of water and oil freezing on the exhaust valve seat which prevents it from closing properly. This leads to a dead bus for 'low-air'. Also proper check valve operation is impaired which blocks the drying action of the unit. As a result an unusual amount of moisture builds up in the air lines and blockages due to frozen lines occur. Buses parked in a warm garage overnight are less susceptible to this trouble. Air line freeze-ups require that the bus be towed into the garage, permit the ice to melt, drain the lines affected and inject alcohol into the system to prevent it from happening when the bus goes back into service. This creates a significant additional labour expense.

The estimated additional maintenance cost is 100% for labour and 10% for material.

∴ Additional Cost Per Bus

$$\text{Labour} = 55,000 \times .20 \times \frac{\$12.00}{1,000} = \$132.00$$

$$\text{Material} = 55,000 \times \frac{5.40}{1,000} \times .10 = \$30.00$$

$$\text{TOTAL COST } \$162.00$$

(f) Increase in 'Road-Calls'

A 'road-call' is the term used when a bus is dead, not operating properly and safety is endangered or there is evidence that further driving would cause severe damage. If the bus cannot be driven, another bus and a tow truck are dispatched to replace it. The alternate bus is traded for the incapacitated bus and the operator continues on his route. The faulty bus is then towed back to the garage. If the bus that is in trouble can be driven (with caution) back to the garage, a bus only need be sent out. These are generally termed a 'tow-in' and a 'bus-change'. Generally for one tow-in there are about fifteen

2(k)

bus-changes when indoor storage is available. During the severe winter weather with outdoor storage this ratio will drop to about one in ten. Road-calls under normal conditions will be about 50% greater in the winter than for the rest of the year. This is due to frozen air lines, body heater failures, erratic braking and the many items mentioned above.

Outdoor storage will increase the incidence of road-calls particularly during severe cold temperatures and after a change from a mild humid period to below freezing. The increased wear and tear due to outdoor storage will take its toll in road-calls, not only during the period that it is in effect, but until all the parts seriously damaged have failed, or been detected and changed. When the equipment used is relatively new, the 'newness' of bus will generally help it through its winter of outdoor storage and most of the break-downs and repairs will occur the following year.

The average miles per road-call is a function of age of fleet, service demands, the type of bus used and the maintenance program. For 1981 the CTCRO averaged 9,000 km (5,600 miles) per road-call which is a little better than the industry average. For 1982 there should be a slight allowance for improvement due to new programs in effect. Under normal conditions this would produce an average of 4,800 and 7,200 miles respectively per road-call for the winter and summer.

The CTCRO experience with outdoor storage during the winters of 1975/76/77 has established that such exposure can be directly accountable for a drastic increase in road-calls. Despite the improvements to some bus components since then it is reasonable to anticipate an increase of at least two road-calls per month even with newer buses. During the summer months this should taper off to an average increase of one road-call every two months.

Accordingly, the increase in road-calls per bus per year should be eight for the winter and four during the summer, for a total of twelve.

If the labour of all those who are involved in completing a bus-change is put together, it adds up to approximately \$25.00 per bus-change. If the average bus-change is made about five miles from the garage this would add another \$5.00 in fuel and other costs to bring the average cost of a bus-change to \$30.00. If the road-call is or develops into a tow-in then an extra man and the tow truck are required which brings the average cost of



2d)

a tow-in to \$50.00. During the summer most of the road-calls are simply a bus-change but this is offset in the winter by frozen air lines and brakes which often require a tow-in. A weighted average for the cost of a road-call under these circumstances would be about \$40.00.

Thus the estimated additional cost of road-calls per bus per year would be -  $12 \times \$40.00 = \$480.00$ .

It bears mention that the increase in road-calls during the winter may be attributed primarily to the severe weather while in the summer they are due to mechanical failure as a result of damage initially sustained in the winter.

For purposes of breaking down the above into labour and material it should be considered 90% labour (\$432.00) and 10% materials (\$48.00).

(g) Availability

Availability is defined as the ratio of the number of buses scheduled for service during peak hours to the number of buses owned. As for road-calls it is a measure of how well the bus is made, the maintenance program, the duty, etc. An average figure for availability in urban transit is about 90%. This means that if you require 90 buses for service you must own 100. The other ten are keyed into a maintenance program to ensure performance is safe, efficient and garage staff are gainfully employed for a full shift (i.e. through the peak hours).

During the winter months the availability factor is difficult to meet under normal circumstances. With outdoor storage it becomes even more difficult as a bus parked out in the cold is much less likely to be available for service in the morning. This applies even more so during severe weather when there is maximum need. A new bus today costs about \$130,000. Thus the usage and opportunity to generate some return on a \$130,000 investment is reduced and impaired. This represents extra expense but is difficult to convert into dollars. It is considered an intangible in this report.

(h) Other

As for availability no attempt is made here to estimate specifically:

- (1) Loss of productivity and poorer workmanship on maintenance and servicing during winter period.
- (2) Service delays pulling out in the morning and interruptions through the day which create complaints and damage system image during the winter period.

2(m)

- (3) More tendency for drivers to be disgruntled which can hurt passenger relations and create Union complaints.

The following sheet shows a summary of additional costs per bus which can be identified as being attributed directly to outdoor storage. It adds up to \$2,101.00 in labour and \$2,198.00 in material for a total of \$4,299.00 per bus. These figures are in 1982 dollars.

267

SUMMARY OF ADDITIONAL COST PER BUS

<u>Item</u>	<u>Labour</u>	<u>Material</u>
Winterizing	\$ 384.00	\$ 151.00
Idling	578.00	1,300.00
Engine	77.00	85.00
Heating	64.00	58.00
Generator	24.00	46.00
Suspension	50.00	83.00
Rear Wheel Bearings & Diff.	33.00	57.00
Front Wheel Bearings & Steering	41.00	74.00
Paint and Windshield Wiper	200.00	28.00
Transmission	86.00	238.00
Air System	132.00	30.00
Road-calls	<u>432.00</u>	<u>48.00</u>
TOTAL	<u>\$2,101.00</u>	<u>\$2,198.00</u>

The above are in 1982 dollars.



WATER SUPPLY AND PURIFICATION · SEWERAGE AND SEWAGE DISPOSAL · WASTE TREATMENT · REFUSE DISPOSAL  
DRAINAGE · FLOOD CONTROL · TRANSIT STRUCTURES · BRIDGES

2(0)

REPORTS · DESIGN  
PLANS AND SPECIFICATIONS  
SUPERVISION OF CONSTRUCTION  
AND OPERATION

JAMES F. MACLAREN ASSOCIATES  
ENGINEERS

CONFEDERATION LIFE BUILDING 1321 BLOOR STREET EAST  
WALNUT 5-2481  
TORONTO 5, ONTARIO

JAMES F. MACLAREN  
JAMES W. MACLAREN  
DONALD G. MACLEAN  
J. DOUGLAS SMITH  
DAVID J. MOON  
T. WILLIAM LUMSDEN  
P. D. LAWSON  
H. D. PAPAS  
R. D. C. LLOYD  
H. FENHERTY

Mr. J. D. Harrison,  
Chairman London Transportation Commission,  
c/o Mr. C. K. Morningstar,  
General Manager L. T. C.,  
703 Dundas Street,  
London, Ontario.

Proposed Storage, Service and Office Facilities

Sir:

In a letter dated May 15, 1962, we were authorized by Mr. Morningstar on behalf of the Commission to review the proposal to provide storage and servicing facilities for buses together with new Administrative Offices.

Our investigations in this matter are now completed and we wish to report our findings as follows:-

1. Storage of buses.

The present operations of the Commission involve the outside storage of some 28 buses. During the winter months the engines of these vehicles are idled over-night in order to prevent their freezing.

This is a situation that most Canadian Transit Authorities have encountered during periods of expansion of their fleets. The increased engine wear and operational difficulties which arise from prolonged outside storage at low temperatures make this method of storage most undesirable on a long term basis. In this connection, it is significant that Montreal, Toronto and Ottawa have all endeavoured to eliminate outside parking wherever possible.

26p1

Data on exact cost comparisons of inside and outside storage is not extensive. Cleveland undertook such a study eight years ago and had the following conclusion to make regarding idling of engines:-

"Idling of engines to prevent freezing should be abandoned in the transit industry, except possibly in localities where a very few cold days per year are encountered."

That this conclusion was drawn from their studies is not surprising when considering the number of units on a bus which are affected by operation during idling. Among these are:-

Engine	Fuel Pump
Air Compressor	Carburetor
Generator	Governor
Distributor	Counter Shaft Bearings
Voltage Regulator	Radiator
Starter	Thermostat
Ignition Coil	Shutterstat
Water Pump	Exhaust Pipe
Oil Pump	Muffler
Battery	Pulleys
Heaters	Belts

The use of antifreeze together with a limited idling period to pre-warm the buses before operation has been tried and while cheaper than full-time idling is not an acceptable permanent solution. One of the major problems that arises is that the antifreeze is so penetrating that it will seep through head gaskets into cylinders eventually causing engine failure requiring expensive dismantling and rebuilding. This is particularly liable to happen with older buses such as those currently being stored outdoors in London.

2 (a)  
Gas and oil fired parking lot heaters have also been tried with varying success. These installations have high fuel and maintenance costs and are wasteful of yard space. Buses have to be maneuvered back on to heater outlets and additional labour is required in making and maintaining the connections and in policing the system to ensure its proper functioning.

The main drawback to any outside storage scheme during winter is that protection is afforded to the engine only. Serious difficulties are still encountered due to stiffness of steering and transmissions caused by the greatly increased viscosity of the gear oil at low temperatures.

In fact, in addition to engine wear the following units also suffer detrimental effects due to operating after being stored outside in cold weather:-

Differential	Brakes
Universal Joints	Windshield Wipers
Transmission	Springs
Door Engines	Spring Shackles
Front and Rear Wheel Bearings	Tires

Deterioration of body and paintwork is also accelerated by outside storage. Corrosion is increased by salt build-up which has no opportunity to be deposited where no heated storage is available.

None of the foregoing considerations of outside storage <sup>take</sup> ~~take~~ into account the intangible items which affect a transit company's operations, for example:-

(i) In order to be able to wash and clean buses, it is essential that the body be at a temperature which will keep the wash water from freezing. This is clearly impossible for a bus which is stored outside on a continuous basis.



26

- - -

This point assumes greater importance in the present instance since the Commission are now anxious to improve the standard of cleanliness of their buses. They will be unable to provide the frequent washings necessary unless the vehicles are given chance to heat up sufficiently in cold weather so that they may be passed through the wash rack without becoming covered with ice.

(ii) Arising from (i) the ability to provide clean exteriors throughout the year does make the buses more attractive from an advertisers viewpoint since any ads placed will be readable.

(iii) Heated covered storage ensures that buses going out to pick up passengers will be at a reasonable temperature compatible with passenger comfort.

(iv) Service interruptions due to breakdown are less when buses are stored inside during cold weather.

The benefits to the overall operation which derive from these last four points cannot be properly evaluated on a cash basis. However, they most certainly have an effect on promoting the transit system to the general public.

In summary, therefore, we believe that the London Transportation Commission are correct in their aim to provide heated covered storage for all their vehicles.

## 2. Service facilities.

With regard to the servicing of buses it is recommended that a separate servicing area should be provided where the whole range of servicing activities may be carried out. These would include fueling, washing, cleaning,

2(A)

	<u>Storage</u>	<u>Service</u>	<u>Office</u>
Debentures	\$17,600.00	\$11,800.00	\$10,500.00
Taxes	2,500.00	2,000.00	1,700.00
Heat, Light & Power	4,600.00	5,000.00	2,400.00
Office Cleaning	-	-	2,600.00
Insurance	300.00	300.00	300.00
Maintenance	<u>1,500.00</u>	<u>1,000.00</u>	<u>1,200.00</u>
	\$26,500.00	\$20,100.00	\$18,700.00
	<u>          </u>	<u>          </u>	<u>          </u>
<u>Total annual cost - \$65,300.00</u>			

3. The savings anticipated from the proposed new works are as follows:

(a) Storage -

The provision of heated covered storage results in significant benefits over outside idling of engines on account of reduced fuel costs and more particularly on account of greatly reduced wear on engines, transmissions and bodywork as discussed in detail in the preceding pages.

The Commission's records indicate that the cost of additional fuel for idling amounts to \$400.00/bus. No separate costs have been kept of the additional costs resulting from engine wear etc. due to outside winter idling. Such a cost study would necessarily be complex and in order to provide reliable data would have to be carried out over a number of years on the same buses.

The only property that to our knowledge, has published any such records is Cleveland where a study was made eight years ago. At that time the total annual cost of idling was found to be approximately \$1,200.00 per bus for buses in comparable service to those being idled in London.

267

In all probability these costs would be increased today on account of generally higher material and labour rates. However, if this figure is adopted for the purposes of the present comparison the result will be on the conservative side.

Initially 30 buses would be stored inside so that the initial annual saving would be

\$36,000.00

The estimated annual cost is

26,500.00

Net saving

\$ 9,500.00

At full capacity 44 buses will be stored with a corresponding saving of 44 x \$1,200.00 or \$52,800.00 or a net saving of \$26,300.00.

(b) With regard to bus servicing there are two ways of considering the costs.

One is to compare the existing arrangements with the total costs of the proposed servicing scheme. In this method of comparison no account will be taken of labour reductions since it cannot be stated with certainty at this time that the labour force can be reduced. It should not however be increased when automatic facilities are provided.

The new facilities would therefore involve an increase over present expenditure of \$20,100.00 per year.

This is in effect the cost of providing

- (i) a greatly improved standard of servicing which will result in decreased maintenance and repair costs;
- (ii) bus washing 5 to 7 times per week instead of once per week as at present;





3

City of Mississauga  
MEMORANDUM

File: 11 141 00045  
16 111 70068  
22 121 00002

To: Chairman and Members of the  
Operations and Works Committee  
Dept.

From: William P. Taylor, P.Eng.,  
Dept. Engineering and Works Dept.

February 12, 1987

SUBJECT: Mississauga City Centre/Highway 403 Feasibility Study.

SOURCE: Engineering and Works.

OPERATIONS/WORKS **FEB 18 1987**

COMMENTS: In November 1986 Council approved the retention of McCormick & Rankin to carry out the Mississauga City Centre/Highway 403 Feasibility Study and the work was to be completed by the end of January 1987.

We wish to advise Committee that we have reviewed the Feasibility Study with the Ministry of Transportation and Communications at the Regional Director's level and the Regional Director has taken the Study to his Senior Management and they have concurred with the recommendations which are in this report.

We have asked our Consultant, Mr. Nairn, to be here to make a presentation on this Study and we are suggesting that Council adopt the following recommendations.

RECOMMENDATIONS:

1. That the City of Mississauga approve the City Centre/Highway 403 Transportation Plan, as presented February 18, 1987 to Operations and Works Committee.
2. That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for inclusion in the City's Capital Budget in 1988 and after:

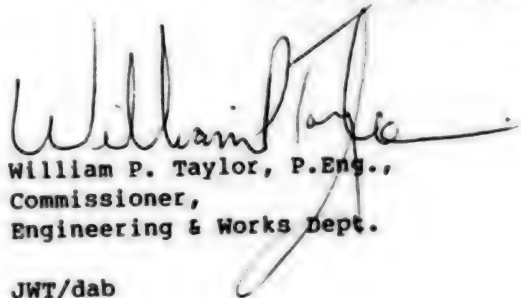
1988 to 1992:

- o the construction of a partial interchange between Rathburn Road and Hurontario Street, in 1988.
- o the construction of the Hurontario/Sherwoodtowne intersection at the Highway 403 ramp terminal, in 1988.
- o the construction of the Highway 403 Arterial Extension between Cawthra Road and Dixie Road, 1988.
- o the construction of the Highway 403 Arterial Extension between Dixie Road and Eglinton Avenue (via Fieldgate) in 1989, and
- o the widening of Eglinton Avenue to 6 lanes between Fieldgate and Renforth, in 1990.

.../2

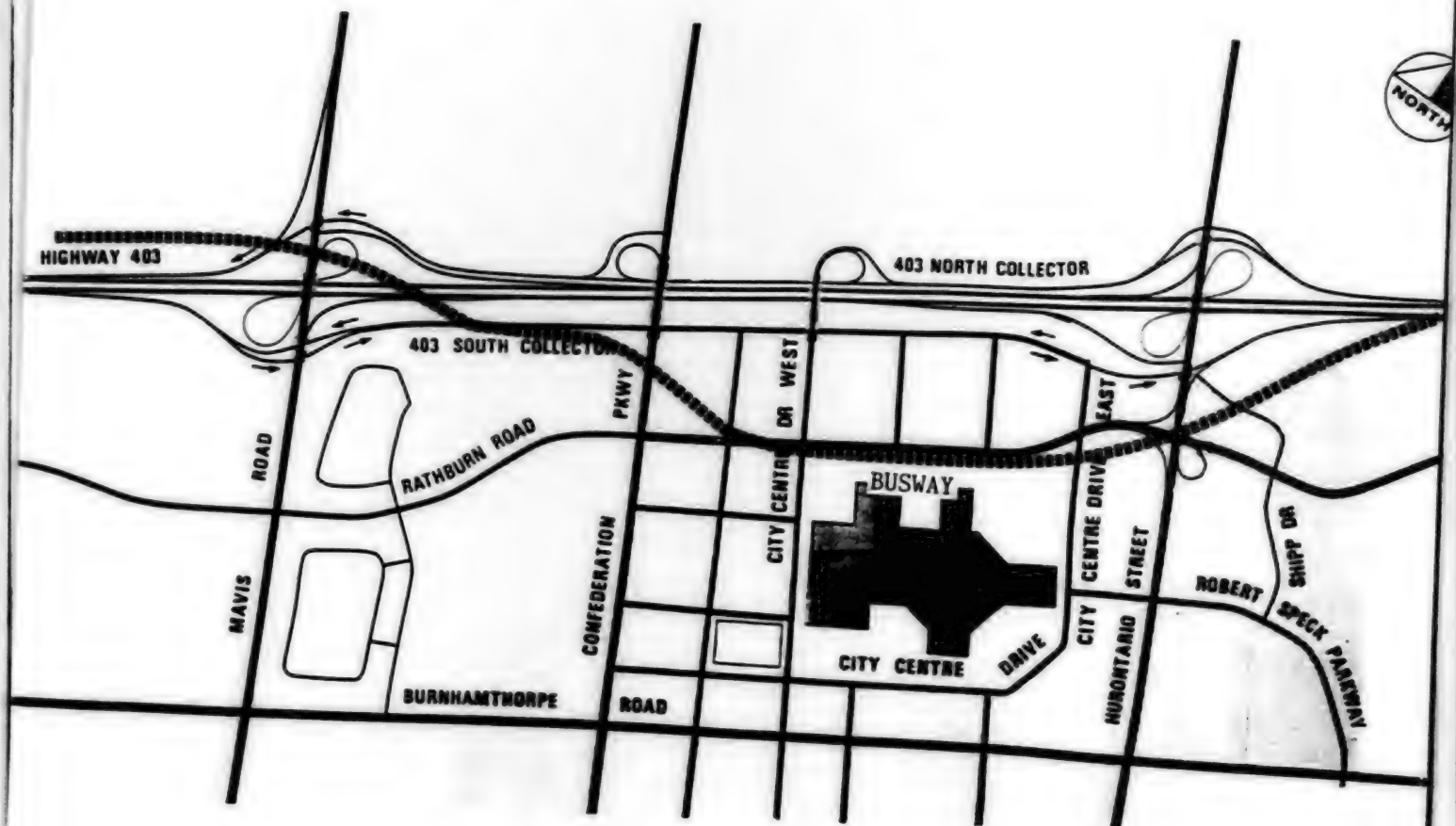
1993 - 1997:

- 3(a)
- o the construction of the Highway 403 South Collector from Mavis Road easterly to City Centre Drive West (along the south side of Highway 403), in 1993.
  - o the construction of the Highway 403 North Collector from Hurontario Street westerly to Confederation Parkway including ramp connections to Confederation Boulevard, (along the north side of Highway 403), in 1994, and
  - o the construction of the Highway 403 North Collector westerly from Confederation Boulevard to Highway 403 west of Mavis Road, including a grade separation of Mavis Road, in 1995.
3. That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for implementation beyond the 10-year period:
- o the construction of the Mississauga busway on a separate right-of-way between the City Centre and Highway 427.
  - o the construction of the City Centre West grade separation of Highway 403,
  - o the completion of the Highway 403 South and Highway 403 North Collectors.
  - o the construction of the Highway 403 basket weaves between Hurontario Street and Cawthra Road.
  - o the widening of Highway 403 to 8 lanes, and
  - o the construction of a diamond type interchange at the Highway 403 Arterial Extension and Cawthra Road.
4. That the City of Mississauga meet with the Ministry of Transport and Communications, Metropolitan Toronto and the City of Etobicoke to initiate the necessary negotiations in respect to the widening of Eglinton Avenue east of the Etobicoke Creek and the provision of a satisfactory bus link to Highway 427 southbound.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

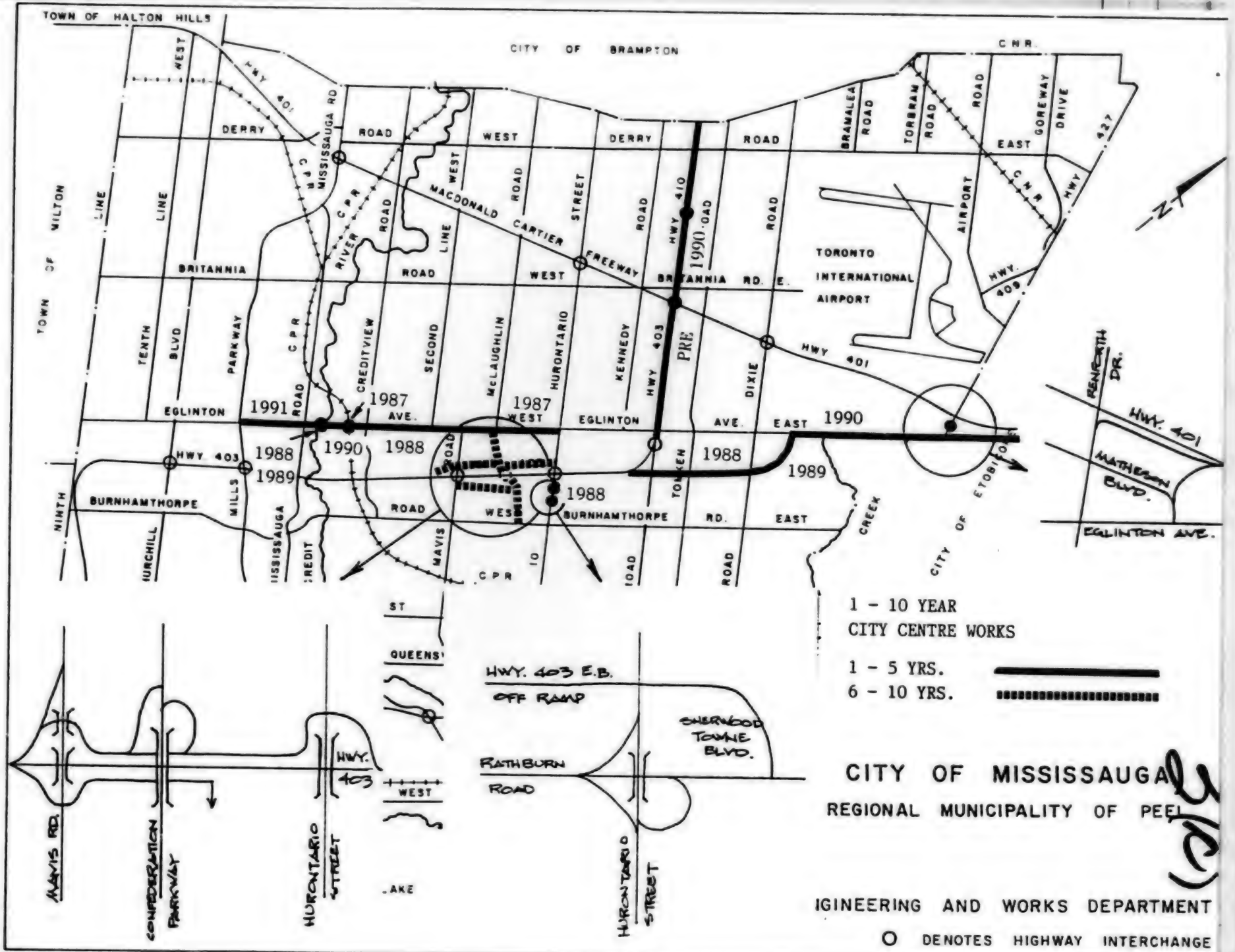
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3(h)



MISSISSAUGA CITY CENTRE  
ULTIMATE NETWORK





3(d)

- OW-488-86 (a) That the City of Mississauga request the Ministry of Transportation and Communications to give consideration to the following requests which have been previously outlined to the Greater Toronto Area Transportation Planning Forum:
- (i) the construction of Eglinton Avenue from Highway 10 westerly;
  - (ii) the construction by the Ministry of Transportation and Communications of the Highway 401/403/410 interchange;
  - (iii) the construction by the Ministry of Transportation and Communications of the Highway 410/Courtney Park Drive interchange;
  - (iv) the Highway 403 arterial extension from Cawthra Road to Eglinton Avenue;
  - (v) the Mississauga busway from Renforth Drive to Winston Churchill Boulevard.
- (b) That the City of Mississauga endorse the Region of Peel's suggestion that the Ministry of Transportation and Communications use as one of its weighting factors the cost/benefit ratio based on total capital costs per passenger kilometer in deciding the order of transportation capital expenditures.

D.01.04



# City of Mississauga

## MEMORANDUM

File: 11 141 00045  
22 121 00002

4

To Chairman and Members of  
Operations and Works Committee.  
Dept.

From William P. Taylor, P.Eng.,  
Engineering & Works Dept.  
Dept.

February 2, 1987.

OPERATIONS/WORKS FEB 18 1987

SUBJECT: Provincial Priorities for Highway Improvements in Mississauga.

SOURCE: City Manager's Office.

COMMENTS: The City Manager has requested that we review the Provincial priorities with respect to roadway, interchange and sound attenuation walls and prepare a report for City Council's information.

We have contacted the Ministry of Transportation and Communications and have been advised that the following projects are currently programmed by the M.T.C. as of November 20, 1986. These projects are also shown on the attached plan.

### 5 Year Program:

1. Commence construction of Highway 401/  
Winston Churchill Boulevard interchange Commenced June 1986
2. New Kennedy Road flyover of Highway 401 Commenced Nov 1986
3. Highway 403 Collector - Distributor System:  
Matheson to Eglinton Avenue Commenced Fall 1986
4. Noise barrier - southside of Q.E.W.,  
Dixie Road to Etobicoke Creek and  
northside of Q.E.W. from Brentano east  
to Etobicoke Creek Award Tenders  
December 1986
5. Noise barrier - north and south of  
Q.E.W. Dixie to Stanfield 5-year program  
(1987)
6. Noise barrier - southside of Q.E.W.,  
Cawthra Road to Hurontario Street and  
north side of Q.E.W. from Brentano  
west to Dixie Road 5-year program  
(1987)
7. Highway 401/403/410 interchange  
including the completion of 410 northerly  
to Bovaird Drive with interchanges at  
Courtney Park Drive and Derry Road Completion 1990
8. Replacement of Highway 401/Derry Road  
overpass 5-year program

.../2



4/1a/

6-10 Year Program:

9. Highway 403 Arterial Road extension  
Cawthra Road to Dixie Road
10. Highway 401 Core-collector system to  
Hurontario Street
11. Mavis Road interchange.

As with any long range capital budget, the priorities are reviewed regularly. The M.T.C. formally review their program twice annually with the Deputy Minister and with the Minister. These reviews are generally in November/December and in April/May after the yearly allotment of funds.

The projects on the 5-year program are more likely to be constructed in the timeframe indicated, however, only those in the current year are funded. The projects in the 6-10 year timeframe are more subject to adjustment.

As Council knows, staff from the Engineering and Works Department, Planning Department and Mississauga Transit are participating in the Greater Toronto Area Transportation Forum which is reviewing transportation requirements and priorities within the greater Toronto area. This review has included the review of the priorities within the Provincial Highway System and the City has requested advancement of some projects on the Provincial System.

The Planning Forum completed its work in December and a report will be forwarded to the Minister of Transportation and Communications for use as input in reviewing the numerous transportation proposals in the Greater Toronto Area.

Staff will continue to monitor the Provincial Program in the Mississauga area and report to Council, changes which impact Mississauga.

A full report on the Greater Toronto Area Transportation Planning Forum and the list of Mississauga priorities was adopted by Council on December 17, 1986 (OW-488-86, copy attached).

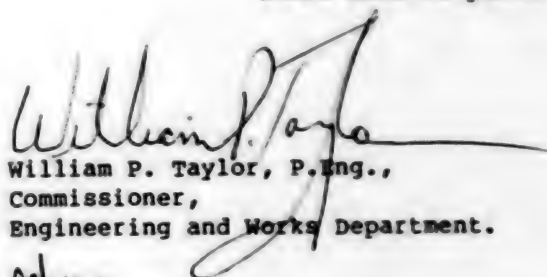
The Mississauga priorities for Provincial projects, such as the 401/403/410 interchange, the 403 arterial extension, and the 410/Courtney Park Drive interchange are now contained in either the 5-year program or the 6-10 year program. It would be our suggestion that the Minister should be requested to consider placing all of these projects in the next 5-year M.T.C. program and that the Ministry of Transportation and Communications be urged for completion of the 401/403/410 interchange earlier than 1990.

4/10

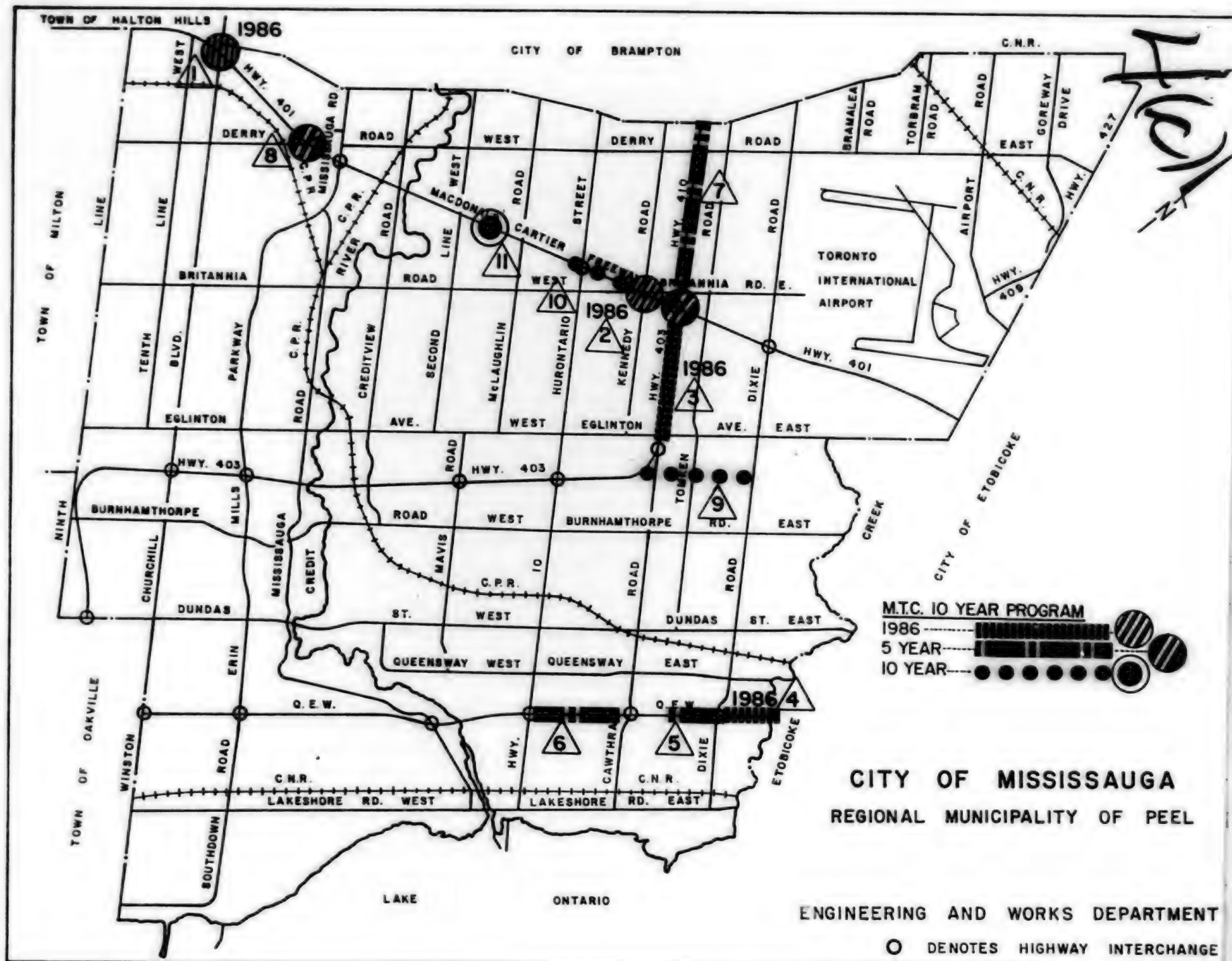
RECOMMENDATION:

That the Minister of Transportation and Communications be advised that the City of Mississauga Council has reviewed the proposed 5-year program and 6-10 year program for highway works within the City of Mississauga and requests the following:

- (1) That the completion of the Highway 401/403/410 interchange be prior to 1990;
- (2) That the Highway 403 arterial extension from Cawthra Road to Dixie Road be placed in the next 5-year program.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.

/dab  
0787E  
Attach.







City of Mississauga

MEMORANDUM

File: 11 141 00045  
13 211 00029

5

To: Chairman and Members of  
Operations and Works Committee.  
Dept.

From: William P. Taylor, P.Eng.,  
Engineering & Works Dept.  
Dept.

February 10, 1987.

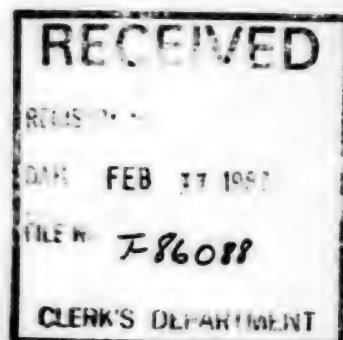
FEB 18 1987

OPERATIONS & WORKS

**SUBJECT:** Alignment of Confederation Parkway, Burnhamthorpe Road to Eglinton Avenue.

**SOURCE:** Engineering & Works Department.

**COMMENTS:** Confederation Parkway is designated as a major collector in the City's Official Plan. It is proposed that Confederation Parkway extend from the Queensway to Eglinton Avenue where it will intersect opposite McLaughlin Road.



Confederation Parkway has recently been constructed and opened to traffic from Fairview Road to Burnhamthorpe Road.

North of Burnhamthorpe Road to Eglinton Avenue, the alignment must now be endorsed by Council.

Between Burnhamthorpe Road and the south limit of Highway 403, Confederation Parkway has been centred on the lot line between Lots 18 and 19 as shown on the attached sketch.

North of Highway 403 there are existing Hydro towers which influence the alignment. Ontario Hydro has required that the toe of the embankment be kept a minimum of 15 metres (50 ft.) from the base of the towers. This requires the alignment of Confederation Parkway to be bent to the east around the towers as shown on the attached sketch. By skirting around the towers considerable cost savings are achieved as towers can be raised rather than relocated.

During the processing of the Goodman Draft Plan of Subdivision (T-84001), the south west corner of the plan, as approximately shown on the attached sketch, was required to be held in reserve. This Department placed the requirement on the Draft Plan for two reasons. First, the alignment and profile of Confederation Parkway over Highway 403 and across the Hydro corridor had not been tied precisely and secondly it was felt that the construction of homes in the immediate vicinity of the flyover should be delayed until after the approaches and flyover are constructed.

.../2

5(a)  
The remainder of the Confederation Parkway from just north of the Hydro property to Eglinton Avenue lies within the property of Earl Madill. A Draft Plan of Subdivision (file T-86088) has recently been circulated by the Planning and Building Department.

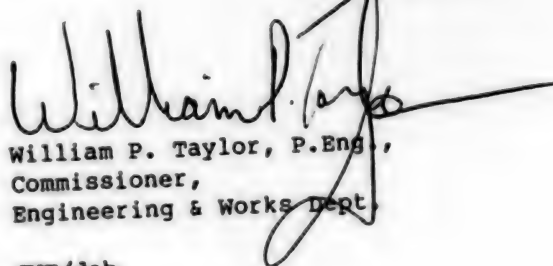
The alignment of Confederation Parkway through the Draft Plan area has been reviewed by this Department and is satisfactory and, can provide for a satisfactory alignment around the Hydro towers.

R.E. Winter's on behalf of the owners of the Goodman property have submitted a proposed alignment which provides for an alignment with a sharper curve (approximately 250 metres) around the towers and an alignment further to the west, north of the Hydro right-of-way.

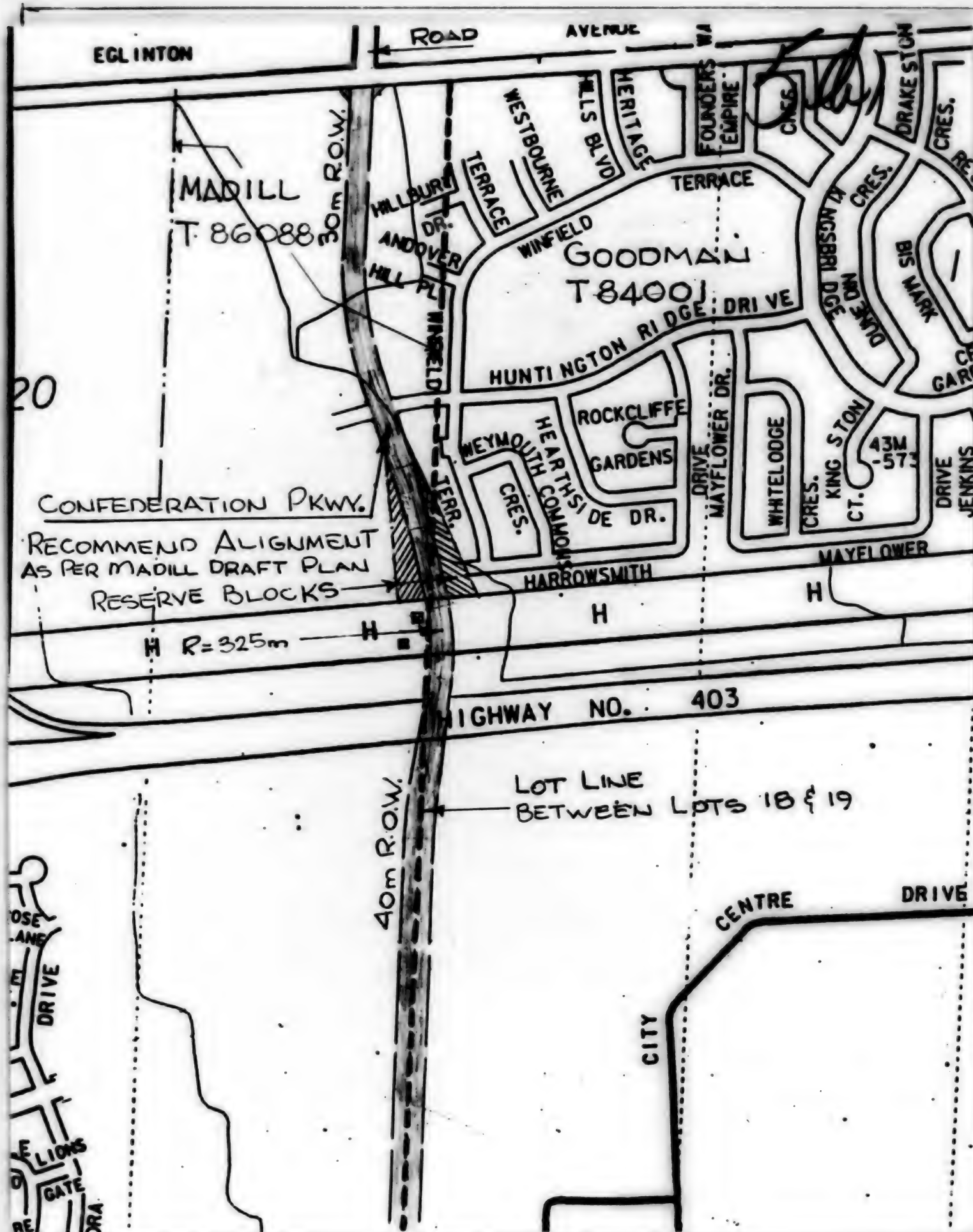
Based on our review of both alignment we are prepared to recommend the alignment as shown on the Draft Plan dated October 21, 1986 which has been submitted by Mr. Madill under file 21T-86088M and as schematically shown on the attached sketch.

As mentioned earlier, a section of Goodman Draft Plan (T-84001) was reserved until final design and construction of the Confederation Parkway/Highway 403 flyover has been completed. A similar condition will be placed on the Madill Draft Plan. The extent of which will be determined during finalization of this Department's Draft Plan conditions.

- RECOMMENDATIONS:
1. That the alignment of Confederation Parkway between Burnhamthorpe Road and the south limit of Highway 403 be centred on the lot line between Lots 18 and 19.
  2. That the alignment of Confederation Parkway north of the Hydro corridor as shown on the Draft Plan of Subdivision dated October 21, 1986 (T-86088) be approved in accordance with the report dated February 10, 1987 by the Commissioner of Engineering and Works.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

JWT/dab  
0487E  
Attach.







# City of Mississauga

## MEMORANDUM

To: Chairman and Members of the  
Operations and Works Committee

From: Wm. P. Taylor, Commissioner  
Engineering and Works

Dept.

Files: 11 141 00045  
11 121 00022  
13 211 00022  
11 321 87001

RECEIVED

REGISTRY No 224

DATE FEB 11 1987

FILE No J.05.01

OPERATIONS/WORKS FEB 18 1987

February 9, 1987

SUBJECT:

Melissa Street - Confederation Parkway to Hurontario Street

ORIGIN:

Engineering and Works Department

COMMENTS:

Pack in 1980 considerable discussion took place concerning the upgrading of the streets and traffic patterns in the northwest quadrant of Hurontario Street and Dundas Street. The primary reason for the review at that time was the probable processing of the draft plan for the Blue Cedar Lands with the subsequent construction of Hillcrest Avenue and Confederation Parkway to complete the ring road system, the opening of the new GO Station by T.A.T.O.A. in 1981/82 and the possible redevelopment of properties in the area south of Melissa. All of these features are now a reality or in progress and, in fact, Confederation Parkway is now open from Dundas Street West through to Burnhamthorpe Road West.

A special levy on development/redevelopment in addition to the normal levy has also been approved by Council for the area bounded by Melissa Street, Hurontario Street, Dundas Street West and Confederation Parkway. Before discussing the possible construction of Melissa Street it is necessary to briefly summarize some of the background regarding the status of the right-of-way. The salient points are outlined below.

1. The road allowance shown as Milton Street was laid out as part of Registered Plan TOR-12 in FEB. 1869.
2. Milton Street was never constructed and has never been closed by by-law to the best of our knowledge.

cont'd.

Chairman and Members of the  
Operation and Works Committee  
February 9, 1987  
Page 2

6(1)

Re: Melissa Street

COMMENTS - cont'd.

3. Investigation has revealed that in 1890 and in 1901 certificates were issued by the High Court of Justice, Chancery Division, vesting title of the parts of Melissa Street shown shaded as Part 1 (on attached sketch) to the person occupying the land at that time. Since that time all deeds up to and including the School Board include that portion of Melissa Street.
4. With respect to the other section shown shaded as Part 2 the School Board has no registered title to our knowledge but have occupied that portion for at least as long as the School has been there.
5. The City owns part of Melissa Street shown as Part 3 as it forms part of the Hurontario Street road allowance.
6. From the westerly limit of Melissa Street to Confederation Parkway is owned by the City (Park).
7. The name Milton Street was changed to Melissa Street by Toronto Township By-law No.2333 on July 1957.

We have reviewed the overall road pattern in the area and have again concluded that Melissa Street between Confederation Parkway and Hurontario Street should form part of the overall street network from a traffic standpoint. The location of a future intersection at Hurontario Street and Melissa Street is appropriate from a technical standpoint as the distances from Dundas Street to Melissa Street and Melissa Street to Hillcrest Avenue are conducive for all turn movements. Agnes Street could then become one-way west or right-in/right-out co-incident with the completion of the construction of Melissa Street.

Melissa Street construction could be phased into two stages:

STAGE I - Reconstruction of Cook Street from Agnes Street to Melissa Street and the construction of Melissa Street from Cook Street to Hurontario Street.

STAGE II - Construction of Melissa Street from Cook Street westerly to Confederation Parkway.

Cont'd.

6/17

Chairman and Members of the  
Operations and Works Committee  
February 9, 1987  
Page 3

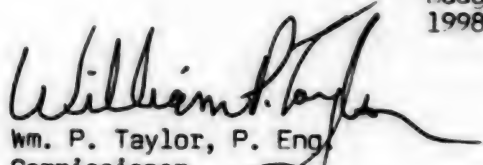
Re: Melissa Street

If and when the T. L. Kennedy site is redeveloped the feasibility of extending Cook Street northerly to Hillcrest Avenue would be reviewed at that time. We are of the opinion that the alignment and the funding of the construction of Melissa Street should be pursued at this time as this will involve extensive negotiations with the Peel Board of Education in order that this project can be discussed as part of the 1988 Capital Budget Discussions.

The establishment of Melissa Street as a road between Hurontario Street and Cook Street and thence westerly to Confederation Parkway will not change this Department's recommendations with respect to access from Dr. James property on the east side of Hurontario Street to Hurontario Street.

RECOMMENDATIONS:

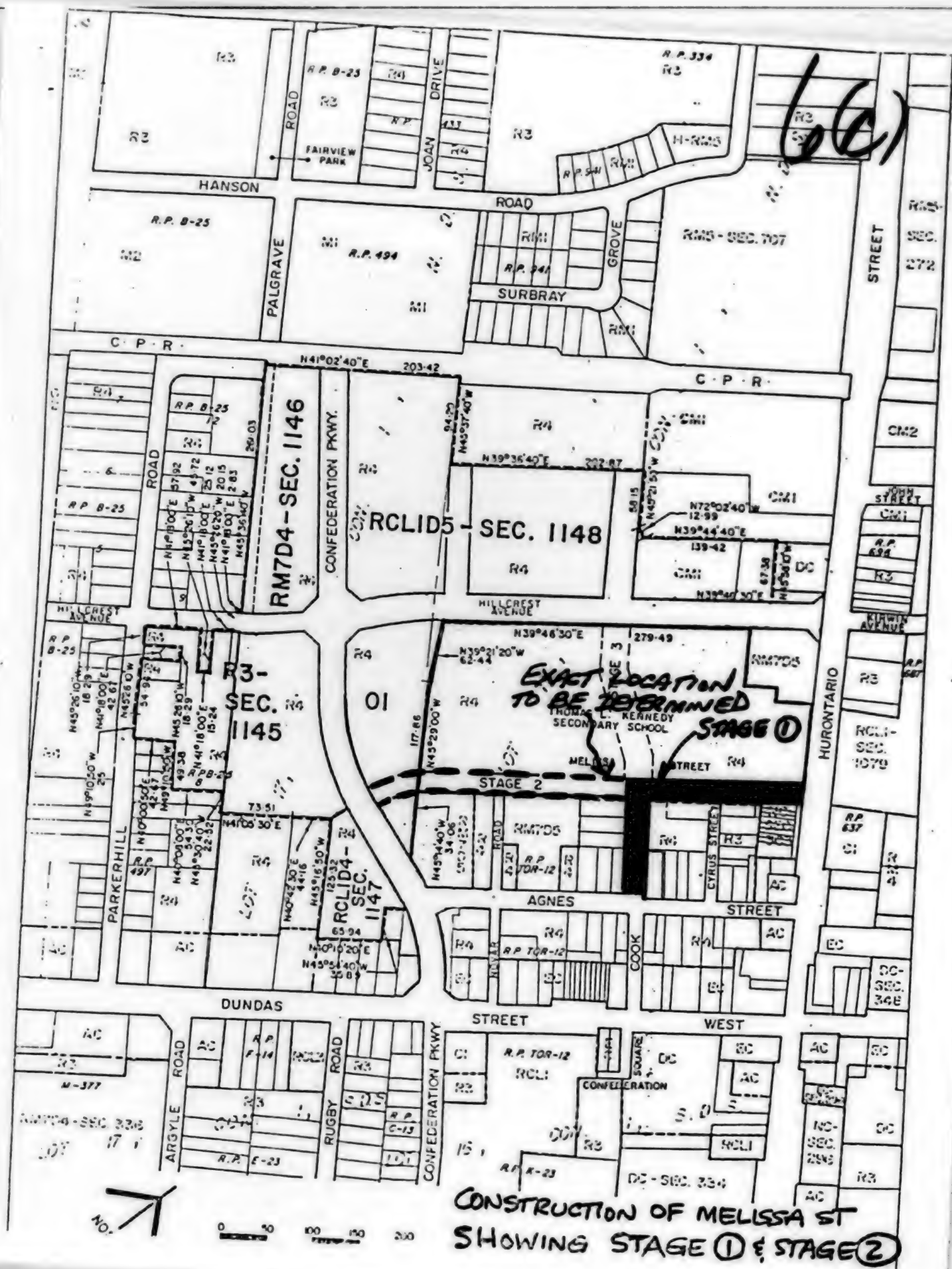
1. That Melissa Street from Confederation Parkway to Hurontario Street be confirmed as an integral part of the road network for the area bounded by Confederation Parkway, Hurontario Street, Dundas Street West, and Hillcrest Avenue.
2. That an engineering drawing be prepared showing the recommended alignment of Melissa Street for approval of Council.
3. Upon approval of the alignment of Melissa Street by Council the Clerk's Department in conjunction with the Engineering Department and the Legal Department commence negotiations with the Peel Board of Education with respect to the acquisition of the right-of-way for the proposed Melissa Street alignment.
4. That the construction of Melissa Street, Stage I, Hurontario Street to Cook Street, and the reconstruction of Cook Street from Melissa Street to Agnes Street be referred to the 1988 Capital Budget discussions for inclusion into the 1988 - 1998 Capital Budget.

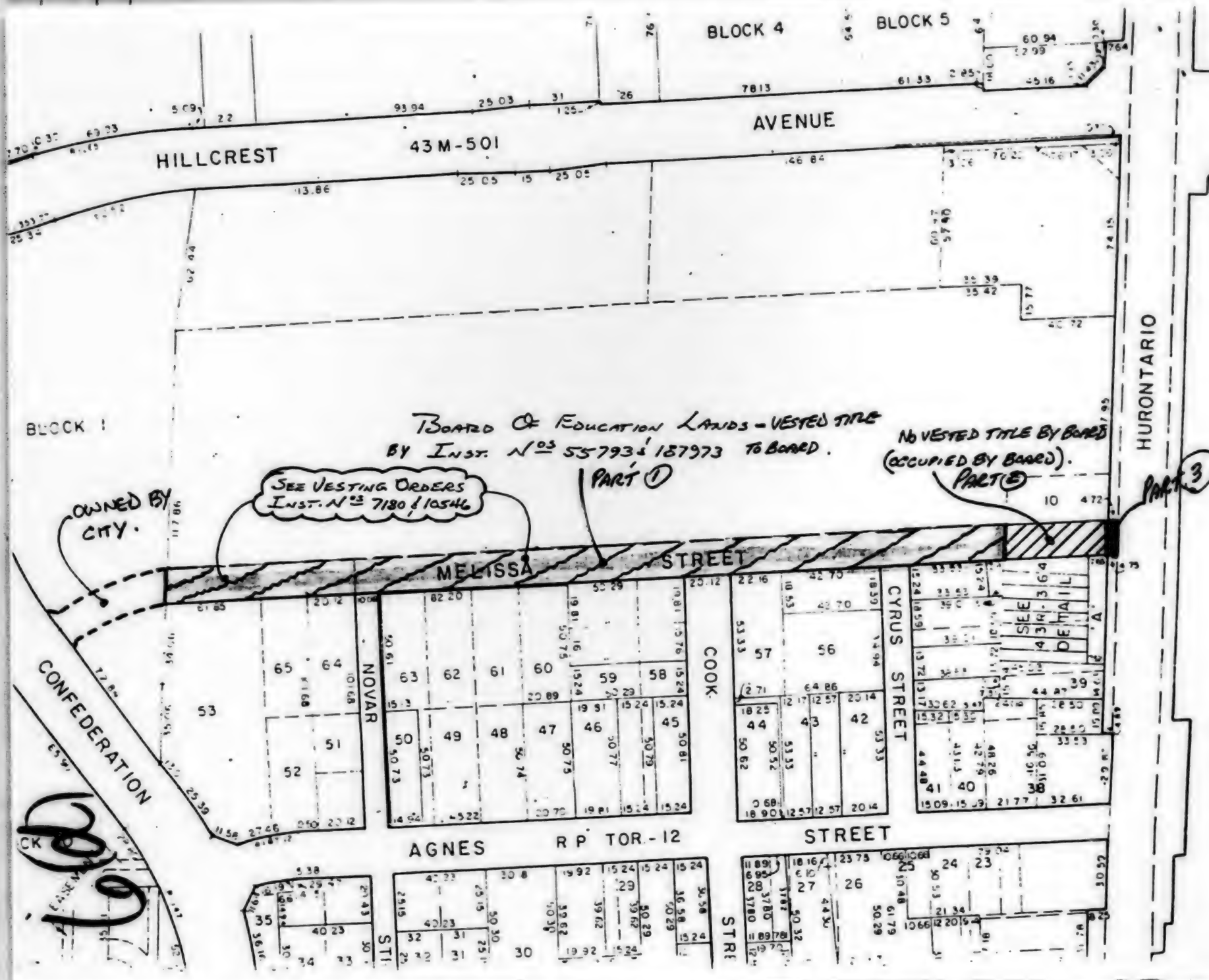
  
Wm. P. Taylor, P. Eng.  
Commissioner,  
Engineering and Works

Attach.

c.c. D. A. Lychak







BLOCK 4

BLOCK 5

HILLCREST

43M-501

AVENUE

BLOCK 1

BOARD OF EDUCATION LANDS - VESTED TITLE  
BY INST. N° 55793 & 187973 TO BOARD.

NO VESTED TITLE BY BOARD  
(OCCUPIED BY BOARD).

OWNED BY  
CITY.

SEE VESTING ORDERS  
INST. N° 7180 & 10546

PART 1

PART 2

PART 3

MELISSA STREET

STREET

NOVAR

COOK

CYRUS STREET

SEE  
DETAIL

CONFEDERATION

AGNES

R P TOR-12

STREET

STRE

10





## City of Mississauga

### MEMORANDUM

Our file : 11 141 00039

7

To: Chairman & Members of  
Operations & Works Committee  
Dept. \_\_\_\_\_

From: W. P. Taylor, P. Eng.  
Engineering & Works Dept.  
Dept. \_\_\_\_\_

OPERATIONS/WORKS **FEB 18 1987**

January 28, 1987

SUBJECT: Little Etobicoke Creek - Flood & Erosion Control Study  
SOURCE: Engineering & Works Department  
COMMENTS:

On December 8, 1986, Council passed a resolution authorizing this department to appoint a consultant to carry out a study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek. The study was to determine the works required and costs for flood protection works at the Tyndall Nursing Home, the Brick Warehouse as well as other areas along the creek.

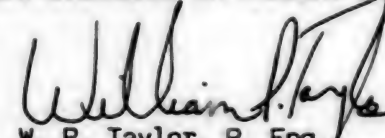
Based on discussions with the M.T.R.C.A., the following consultants were invited to prepare proposals:

- M. M. Dillon
- Totten, Sims & Hubicki Ltd.
- Cumming-Cockburn & Assoc. Ltd..

As a result of a review of the proposals, it is recommended that the firm of Cumming-Cockburn & Assoc. Ltd. be retained to carry out the study and prepare contract documents for flood protection works at the Tyndall Nursing Home and the Brick Warehouse properties. The M.T.R.C.A. concurs with this appointment. In accordance with the Consultant's proposal, their estimated fee of \$49,550 is to be considered an upset limit.

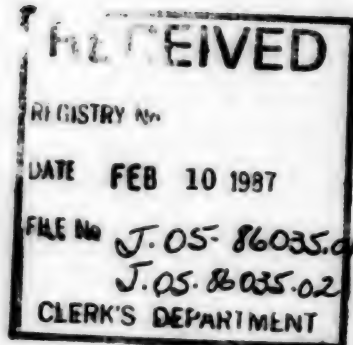
RECOMMENDATIONS: That the services of the firm of Cumming-Cockburn be retained and the necessary agreement be executed to carry out a flood and erosion control study of the Little Etobicoke Creek at an upset limit of \$49,550.00 and in accordance with their proposal dated January 22, 1987.

Funds for these services are available in Account # P.N.85-903.

  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering & Works Dept.

JVF:sa  
333E/22E

cc : Metro Toronto & Region Conservation Authority







## City of Mississauga

### MEMORANDUM

Our file : 22 121 00009  
11 141 00039

RECEIVED

To Chairman & Members of

From

William P. Taylor, P. Eng,

Dept. Operations & Works Committee

Engineering and Works

DATE FEB 2, 1987

FILE No D-0402

CLERK'S DEPARTMENT

January 28, 1987

OPERATIONS/WORKS FEB 18 1987

SUBJECT: Erindale Station GO - Burnhamthorpe Road Pedestrian Grade Separation.

SOURCE: Engineering and Works

COMMENTS: The pending expansion of the Toronto/Milton GO Rail Service on the C.P.R. Line will require that the existing pedestrian grade separation over Burnhamthorpe Road be replaced.

The present structure was designed for an additional GO track and at present it serves as the temporary pedestrian bridge.

GO Transit has agreed to continue to provide a grade separated pedestrian crossing by the installation of a two span overhead structure immediately east of the present location provided that the City provides a gratuitous permit of occupancy.

The Engineering and Works Department has reviewed this proposal and concurs with GO Transit's request. The grade separation would continue to provide direct and unrestricted access from the south sidewalk and bus bay of Burnhamthorpe Road to the GO Station and further facilitate access from a possible GO Transit parking lot expansion on the south side of Burnhamthorpe Road, the lands for which are presently being negotiated by GO Transit.

The type of structure proposed is a steel truss similar in style to an existing pedestrian overhead structure on Derry Road. The Engineering and Works Department and the Area Councillor have reviewed the proposal and have no objection to same. A general arrangement and a cross section sketch of the type of structure is attached.

It is recommended that the City grant GO Transit permission to construct and maintain at their cost, a pedestrian overhead structure over Burnhamthorpe Road at the Erindale GO Station subject to building permit requirements being met.

..... continued .....

Page 2

To : Operations & Works Committee  
January 28, 1987

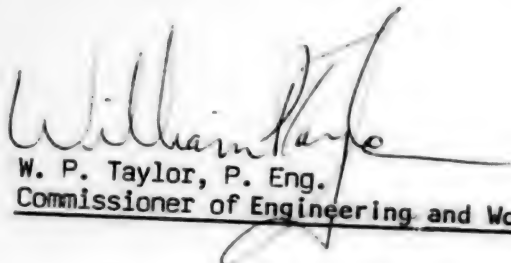
8(a)

COMMENTS  
(cont.)

It is further recommended that the Legal Department prepare and execute the necessary agreement and permit of occupancy and that the structure details be subject to the approval of the Commissioner of Engineering and Works.

RECOMMENDATIONS:

1. That the Council of the City of Mississauga advise GO Transit that the City grants permission to GO Transit to construct and maintain at their expense a pedestrian grade separation over Burnhamthorpe Road at the Erindale GO Station.
2. That the Legal Department prepare the necessary agreement on the basis that there be no charges to GO Transit for occupancy of the City right-of-way.
3. That the final design and construction details of the structure be subject to the approval of the Commissioner of Engineering and Works and to building permit requirements being met.

  
W. P. Taylor, P. Eng.  
Commissioner of Engineering and Works

JF:sa  
3/3E/22E

Atch.

8 lb

EL. 144.900

ORIGINAL GR

PLAT

1830

-TIMBER RIB RAIL  
(TREATED)

WELDED WIRE  
MESH SCREEN

1050  
750

750

-PROFILE, TOP  
OF CONCRETE

1.0%

-FLOOR BEAM  
-REINFORCED CONC. DECK

SECTION

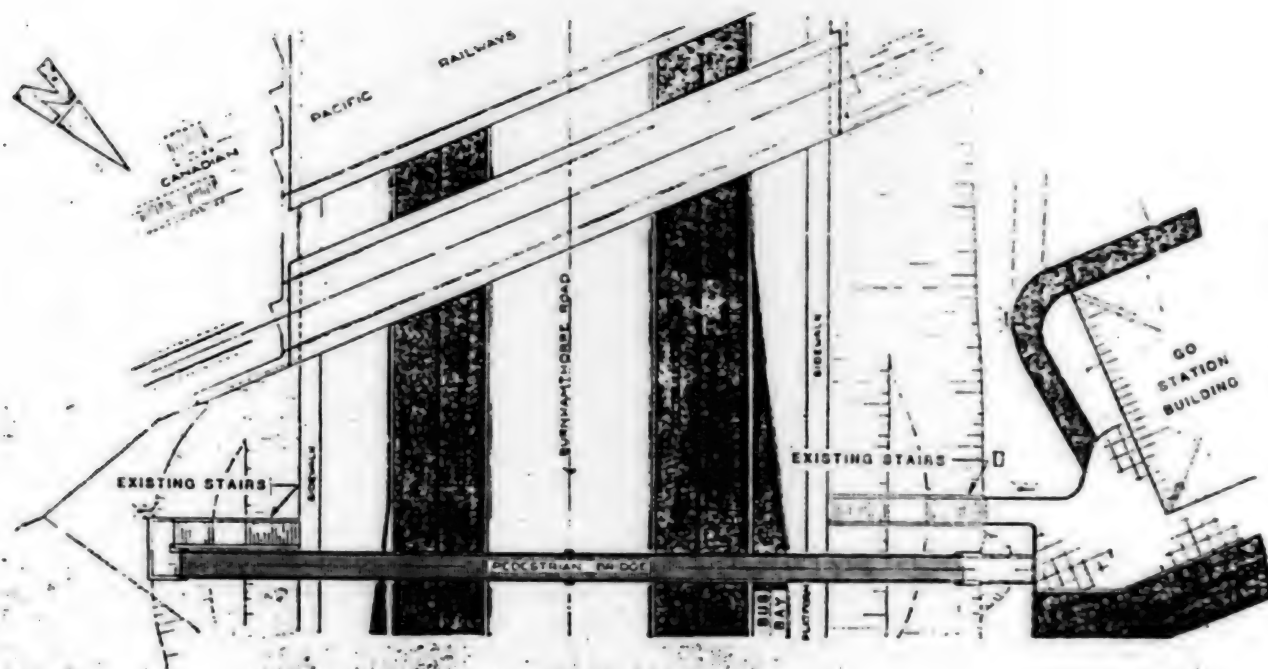
2

1120

CROSS  
SECTION

BURN





PLAN

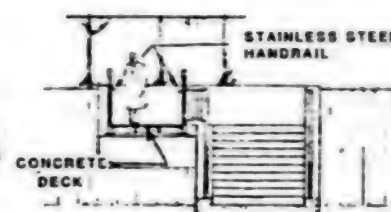


ELEVATION



uma

UMA Engineering Ltd  
Engineering & Planning



SECTION

(S/C)

# GENERAL ARRANGEMENT

Steel Truss Bridge Cross  
Configuration



9

# City of Mississauga

## MEMORANDUM

Our file : 11 141 00039

To: Chairman & Members of  
Operations & Works Committee

From: W. P. Taylor, P. Eng.  
Dept. Engineering & Works Dept.

FEB 10 1987 January 28, 1987

SUBJECT: Barbertown Road Bridge over the Credit River

SOURCE: Engineering & Works Department

COMMENTS: The Barbertown Road bridge over the Credit River has been closed to road traffic for a number of years and now serves as a pedestrian crossing at the Credit River.

The Engineering & Works Department has from time to time, carried out repairs to the structure and approaches. The most recent repair being the replacement of the wood deck during the Fall of 1986.

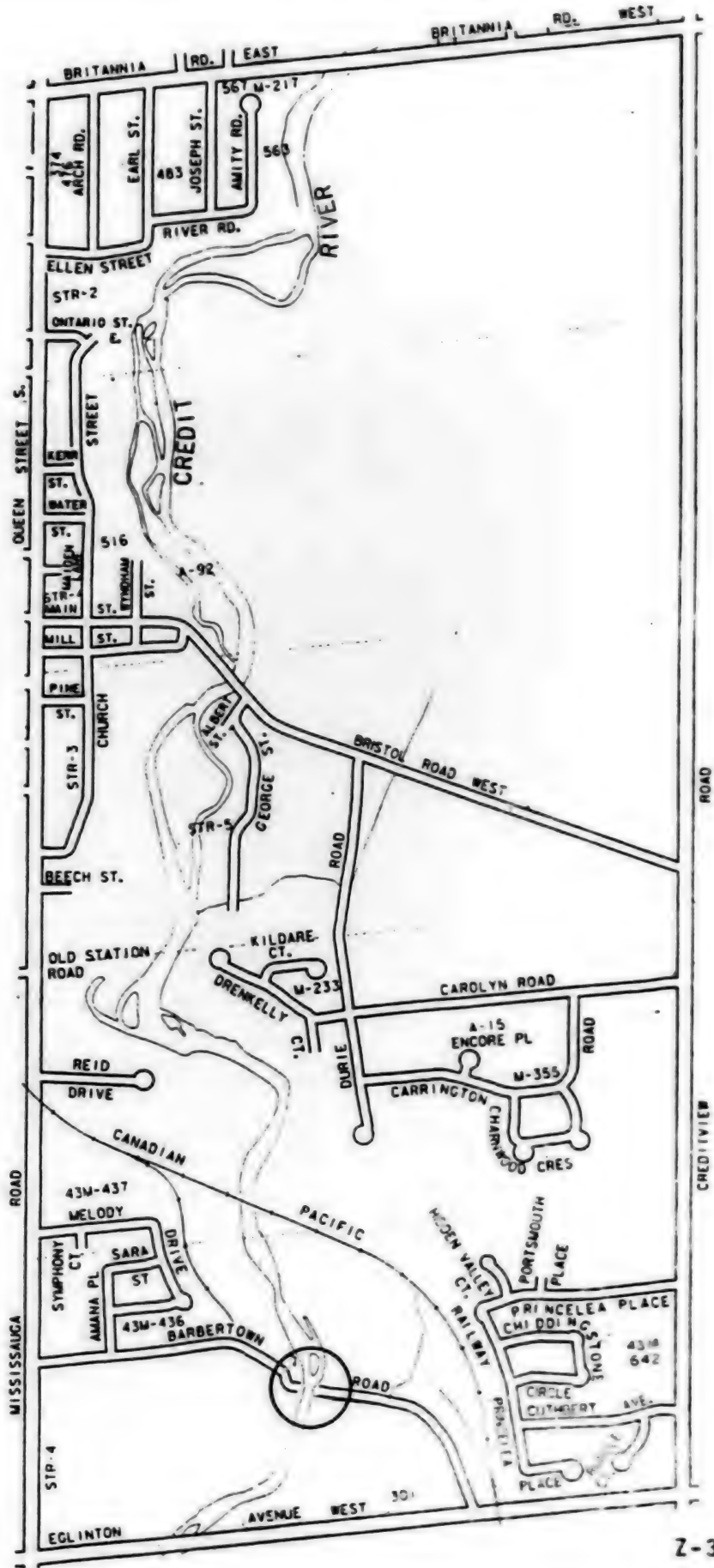
In conjunction with the above work, repairs are further required to certain structural members which have rusted. In addition, the structure requires a thorough sand blasting, rust proofing and painting.

The Engineering & Works Department recommends that the firm of Morrison & Hershfield be retained to provide expertise and supervision in the welding repairs to the structure. The total estimated cost of the work is approximately \$20,000.00, with \$5,000.00 being the Consulting Engineer's fees. Funds are available in the Bridge Maintenance Account.

- RECOMMENDATION:
1. That the Barbertown Road Bridge be repaired, repainted and that the firm of Morrison & Hershfield be retained to provide expert supervision in structural repairs to the bridge.
  2. That funds in the amount of \$20,000.00 including \$5,000.00 in consulting fees are available in Account No.08212-05-4192-0200.

*William P. Taylor*  
W. P. Taylor, P. Eng.  
Commissioner,  
Engineering & Works Department

JVF:sa  
333E/22E



Z-45-W

9(a)

Z-39-E

Z-38-E

Z-31

Z-30

Z-38-W





10

## City of Mississauga

### MEMORANDUM

FILES: 16 111 74069  
11 141 00045

To: Chairman and Members  
Operations and Works Committee  
Dept. \_\_\_\_\_

From: W. P. Taylor  
Engineering & Works Dept.  
Dept. \_\_\_\_\_

January 22, 1987

FEB 18 1987

#### OPERATIONS/WORKS

#### SUBJECT:

Draw on the developer's securities for the completion of repairs to the acoustical fence to the rear of Lots 1, 2 and 3, Plan M-263, Highdale Subdivision, located north of Dundas Street and west of Cawthra Road (sketch attached).

#### ORIGIN:

Engineering Agreement dated August 3, 1977, between Highdale Investments Limited, the City of Mississauga and the Region of Peel; assumed by Mr. Branko Resimic (c/o Rex Coins and Stamps, 155-157 Church Street, Toronto, Ontario, M5B 1Y4) by virtue of an agreement entered into with the City and the Region dated December 15, 1982.

#### COMMENTS:

In accordance with the terms of the Engineering Agreement for Plan M-263, the developer is required to construct a ten-foot acoustical barrier to the rear of lots 1 to 3 (refer to sketch enclosed). Due to the fact the fence was in an unacceptable state of repair this Department advised the developer in a letter dated May 14, 1986 to undertake the appropriate repairs and arrange for the issuance of a certificate by the consulting engineer confirming that the completed fence is structurally adequate.

The developer did retain a contractor to undertake repairs to the fence, however, to date the repairs have not been completed to the satisfaction of this Department.

We are therefore recommending that the Commissioner of Engineering and Works Dept. be authorized to retain a structural engineer to determine the extent of repair/reconstruction required to restore the acoustical fence to the rear of these lots and to retain a contractor to undertake the required repairs, at the developer's expense. It is not possible at this time to determine accurately the estimated cost of the repairs required, however, the estimated cost of constructing a new fence of this type is approximately \$20,000.00.

.../...

RECEIVED  
DATE JAN 27 1987  
FILE NO B.06.263-02

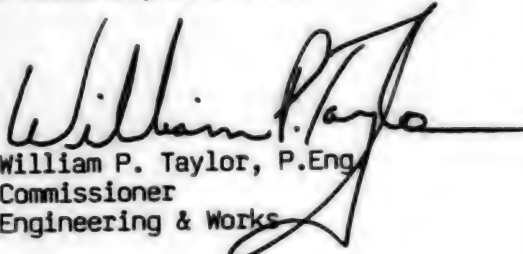
...2...

10(a)

- RECOMMENDATIONS:
1. That the Commissioner of Engineering & Works Dept. be authorized to retain a structural engineer to determine the extent of repair/reconstruction required to restore the acoustical fence to the rear of lots 1 to 3, Plan M-263, to a structurally certifiable condition.
  2. That the Commissioner of Engineering & Works Dept. be authorized to engage a contractor to undertake the required repairs/reconstruction of the acoustical fence to the rear of lots 1 to 3, Plan M-263.
  3. That all expenses incurred by the City pursuant to Recommendations 1 and 2 above be drawn from the developer's Letter of Credit currently valued at \$24,305.69.

PG/edm  
0347:27E  
Attach.

cc: W. H. Munden  
R. G. Charlton  
M. W. Boyd

  
William P. Taylor, P.Eng.  
Commissioner  
Engineering & Works

SCALE 1" = 200'



C. P. R.

EX.  
HOUSE

EX.  
HOUSE  
TO BE  
REMOVED

EX.  
HOUSE

D.R.



## City of Mississauga

### MEMORANDUM

FILES: 16 111 78158  
11 141 00045

To: Chairman and Members  
Operations and Works Committee  
Dept.

From: W. P. Taylor  
Engineering & Works Dept.  
Dept.

FEB 10 1987

January 21, 1987

OPERATIONS

**SUBJECT:**

Waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive), Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street (sketch enclosed).

**ORIGIN:**

Servicing Agreement dated March 25, 1985, between Testimony Investments Limited (3625 Dufferin Street, Suite 503, Downsview, Ontario, M3K 1N4), the City of Mississauga and the Regional Municipality of Peel.

**COMMENTS:**

REGISTRY N

DATE JAN 27 1987

FILE NO. B.06.595.02

Under the terms of the Servicing Agreement for Plan 43M-595, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements (copies enclosed) which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands. The original agreements will remain on file with this Department.

**RECOMMENDATIONS:**


1. That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive) of that plan is waived.

... 2 ...

11(a)

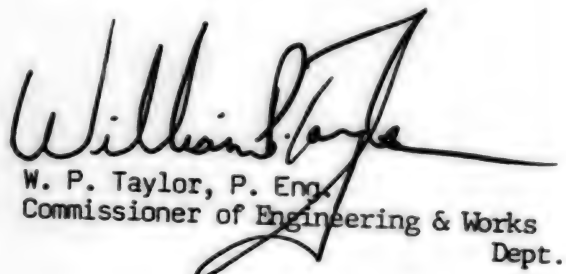
RECOMMENDATIONS: (Continued)

2. That as a condition of the waiving of the requirement for central air conditioning on Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive) Plan 43M-595, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

 /edm  
03 7E/27E

Encl.

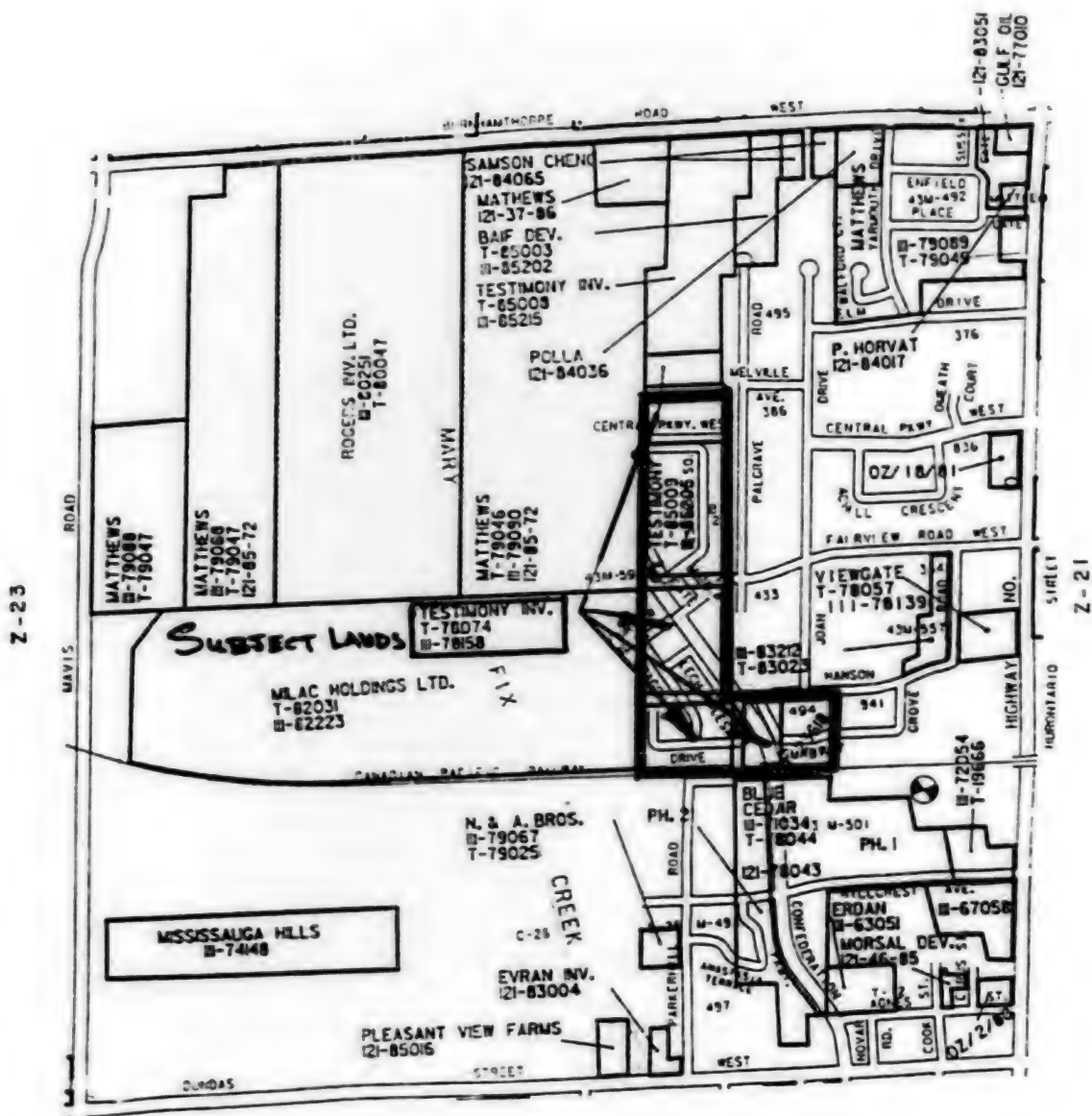
c.c. R. G. Charlton  
M. W. Boyd  
G. S. Swinkin  
N. Campbell  
M. Navabi

  
W. P. Taylor, P. Eng.  
Commissioner of Engineering & Works  
Dept.



17(h)

Z-20



Z-15

Z-22



## City of Mississauga

### MEMORANDUM

FILES: 16 111 78158  
11 141 00045

12

To: Chairman and Members  
Operations and Works Committee

From: W. P. Taylor  
Dept. Engineering & Works Dept.

January 21, 1987

**FEB 18 1987**

#### OPERATIONS/WORKS

#### SUBJECT:

Waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street (sketch enclosed).

#### ORIGIN:

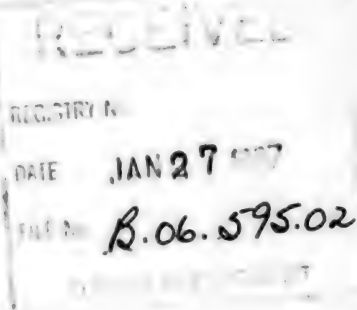
Servicing Agreement dated March 25, 1985, between Testimony Investments Limited (3625 Dufferin Street, Suite 503, Downsview, Ontario, M3K 1N4), the City of Mississauga and the Regional Municipality of Peel.

#### COMMENTS:

Under the terms of the Servicing Agreement for Plan 43M-595, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements (copies enclosed) which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot. Inasmuch as the Land Titles Office will no longer permit registration of these agreements on the title of the lands, we conclude that it is not necessary to have the documents executed by the Mayor and Clerk. The original agreements will remain on file in this Department.

... 2 ...



12(a)

- 2 -

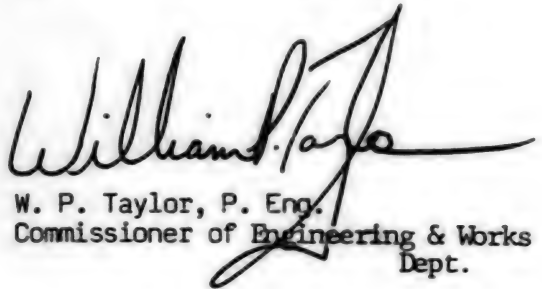
RECOMMENDATIONS:

1. That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street; the developer be advised that the requirement for the installation of central air conditioning on Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, of that plan is waived.
2. That as a condition of the waiving of the requirement for central air conditioning on Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, Plan 43M-595, the developer be advised that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

Q/edm  
0347E/27E

Encl.

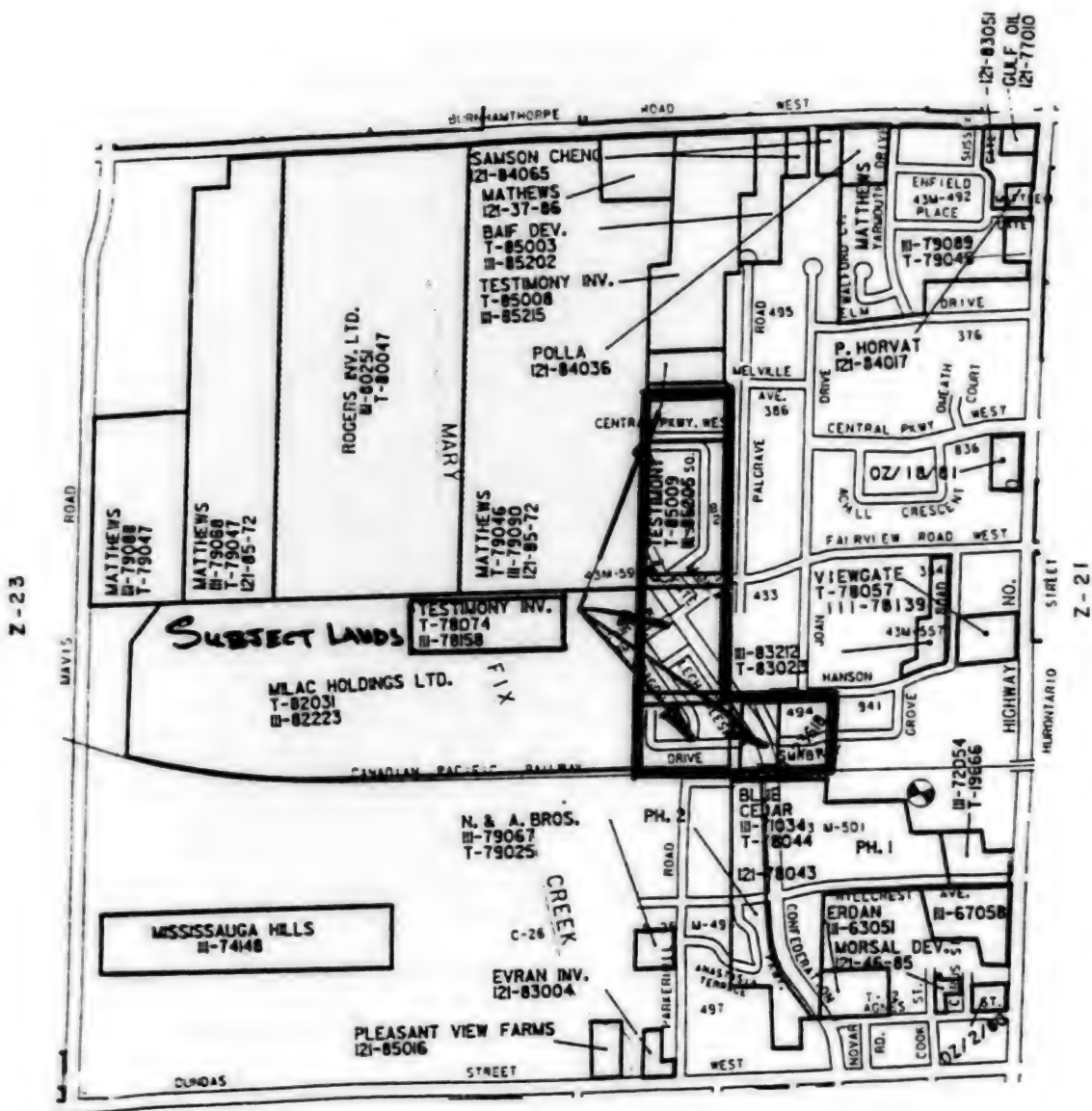
c.c. R. G. Charlton  
M. W. Boyd  
G. S. Swinkin  
N. Campbell  
M. Navabi

  
W. P. Taylor, P. Eng.  
Commissioner of Engineering & Works  
Dept.



12(h)

Z-29



Z-15

Z-22



## City of Mississauga

### MEMORANDUM

FILES: 16 111 80200  
11 141 00045

To Chairman and Members  
Dept. Operations and Works Committee

From W. P. Taylor  
Dept. Engineering and Works

February 4, 1987

OPERATIONS/WORKS FEB 18 1987

SUBJECT: Assumption of the municipal works for Heswall Court Subdivision Plan 43R-7783, C.A. 'B' 200/97-M, located north of the Queen Elizabeth Way and east of Springbank Road (sketch enclosed).

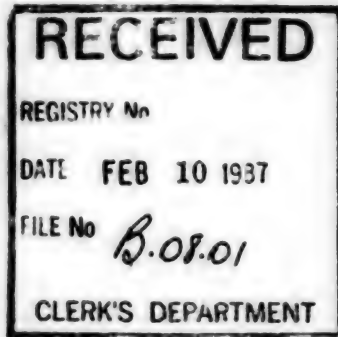
ORIGIN: Engineering Agreement dated March 24, 1980 between Mike Simanic and Raja Simanic, (c/o Simanic Management Limited, 1438 Clarkson Road, Mississauga, Ontario, L5J 2W5), the City of Mississauga and the Regional Municipality of Peel.

#### COMMENTS:

The subject development consists of 4 single family residential building lots.

As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

Those portions of the Heswall Court allowance which were dedicated by the developer pursuant to Schedule 'B' of the Engineering Agreement have been established as public highway pursuant to By-law 171-81, consequently a by-law will not be required with this report.



#### RECOMMENDATIONS:

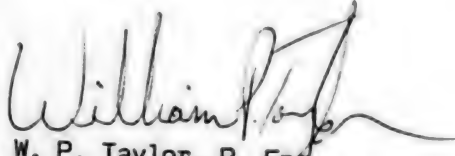
1. That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Heswall Court Subdivision, Plan 43R-7783, C.A. 'B' 200/79-M, located north of the Queen Elizabeth Way east of Springbank Road.

... 2 ...

13(a)

RECOMMENDATIONS: (Continued)

2. That the Letter of Credit securing the Engineering Agreement for Plan 43R-7783, (current value \$5,215.74) be released to the developer.

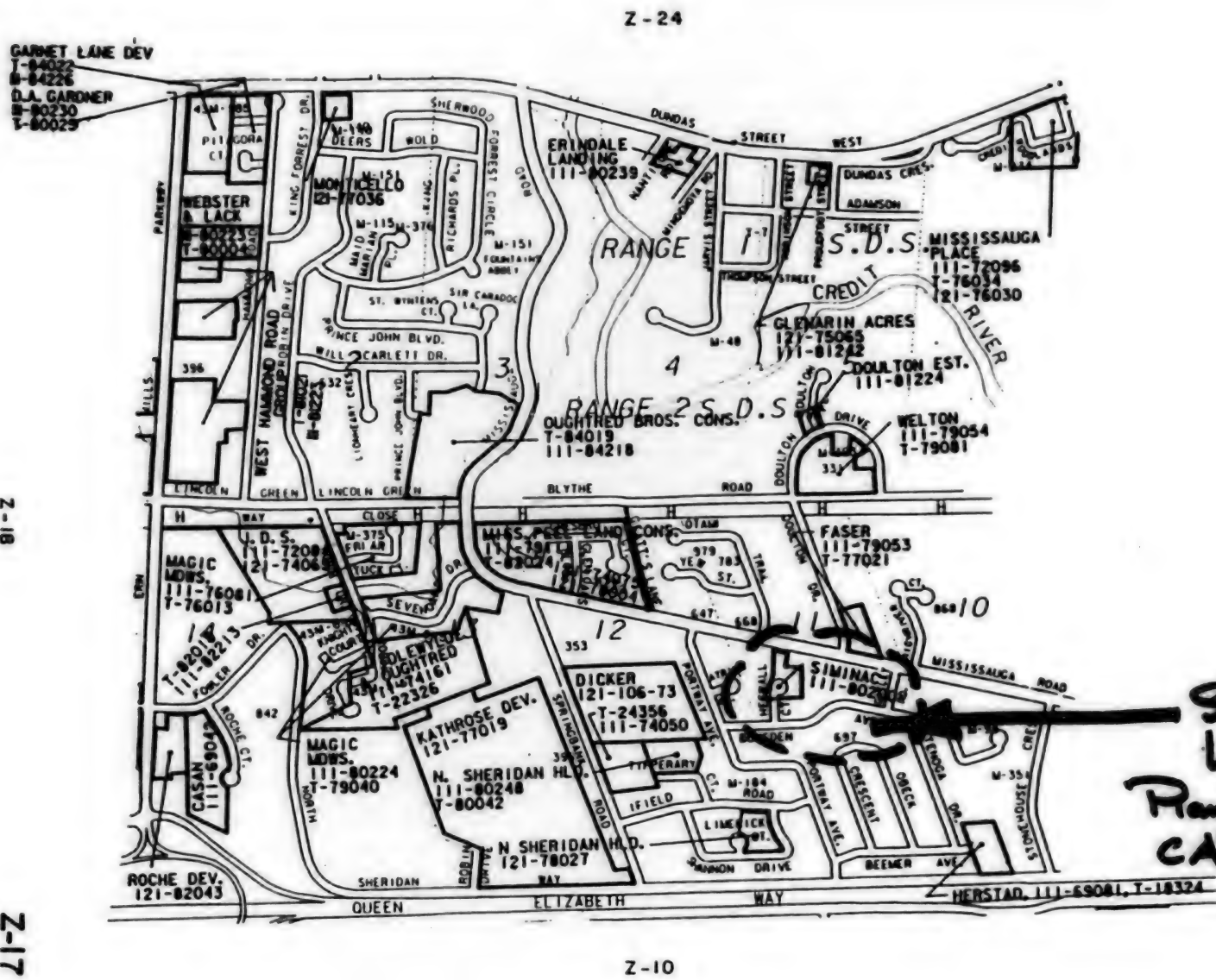
  
W. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

 G/edm  
0647E/27E  
Encl.

c.c: R. G. Charlton  
R. Rinne  
W. J. Richmond  
D. J. Debenham  
W. H. Munden  
J. Savage - Region of Peel



136





## City of Mississauga

### MEMORANDUM

FILES: 16 111 76106  
11 141 00045

14

To: Chairman and Members  
From: W. P. Taylor  
Dept: Operations and Works Committee  
Dept: Engineering & Works Dept.

DATE JAN 27 1987

January 23, 1987

REF: B.06.330.02

OPERATIONS/WORKS FEB 18 1987

**SUBJECT:** Assumption of the municipal works for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road (sketch enclosed).

**ORIGIN:** Engineering Agreement dated August 3, 1979 between United Lands Corporation Limited, (2275 Speakman Drive, Mississauga, Ontario, L5K 1B1), the City of Mississauga and the Regional Municipality of Peel.

**COMMENTS:** The subject development consists of 23 single family residential lots.

As far as the Engineering & Works Dept. is concerned, the developer complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

**RECOMMENDATIONS:**

1. That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road.
2. That the securities for the Engineering Agreement for Plan M-330 (current value \$31,814.00) be release to the developer, the United Lands Corporation Limited.

... 2 ...

1241

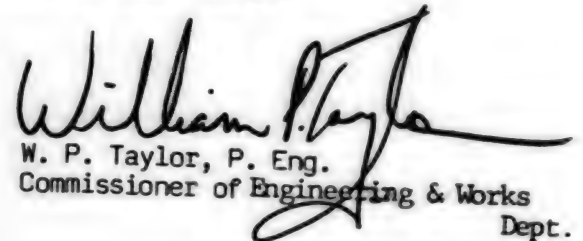
- 2 -

RECOMMENDATIONS: (Continued)

3. That a by-law be enacted establishing a road allowance within Plan M-330 as public highway and part of the municipal system of the City of Mississauga.

PG/edm  
0547E/27E  
Encl.

c.c: R. G. Charlton  
L. J. Harvey  
M. W. Boyd  
D. J. Debenham  
W. H. Munden  
J. Savage - Region of Peel

  
W. P. Taylor, P. Eng.  
Commissioner of Engineering & Works  
Dept.



124 (b)

44-38861-2



**Z - 32**

**Z-31**



## City of Mississauga

### MEMORANDUM

FILES: 16 111 81237  
11 141 00045

To: Chairman and Members of  
Operations and Works Committee  
Dept. 1

From: William P. Taylor, P.Eng.  
Dept. Engineering and Works

OPERATIONS/WORKS **FEB 18 1987**

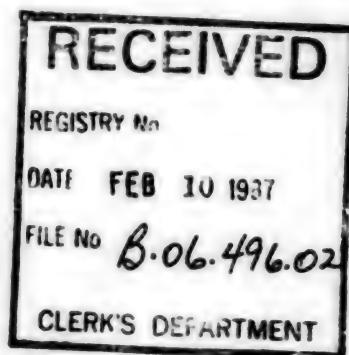
February 5, 1987

**SUBJECT:** Assumption of the municipal works for Erin Mills - Meadowvale West - Neighbourhood 307, Plan 43M-496, located north of Britannia Road West and west of Erin Mills Parkway (sketch attached).

**ORIGIN:** Servicing Agreement between Cadillac Fairview Corporation Limited (20 Queen Street West, 5th Floor, Toronto, Ontario, M5H 3R4), the City of Mississauga and the Region of Peel dated March 14, 1983.

**COMMENTS:** The subject development consists of 18 residential lots and as far as the Engineering and Works Department is concerned, the developer, Cadillac Fairview Corporation Limited, has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

- RECOMMENDATIONS:**
1. That the City of Mississauga assume the municipal works as constructed by the developer, Cadillac Fairview Corporation Limited under the terms of the Servicing Agreement for Erin Mills - Meadowvale West - Neighbourhood 307, Plan 43M-496, located north of Britannia Road West and west of Erin Mills Parkway.
  2. That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit currently valued at \$117,978.91 to the developer.
  3. That a by-law be enacted establishing the road allowances within Plan 43M-496 as public highway and part of the municipal system of the City of Mississauga.



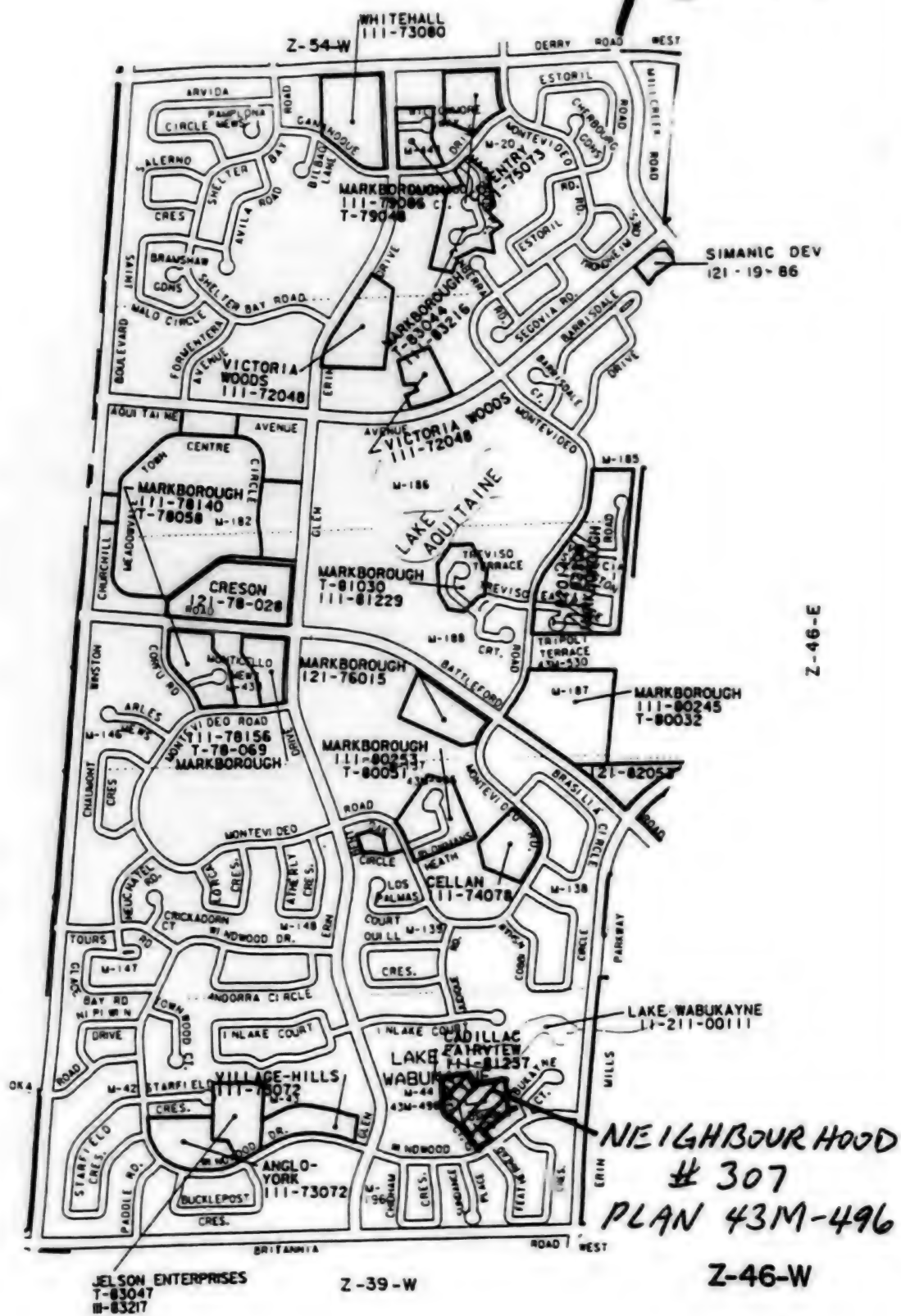
*WMB*

MWB:cds  
235E:76E  
Encl.

*cc:* Councillor T. Southorn  
W. H. Munden  
P. Marchiori  
D. J. Debenham  
L. J. Harvey  
G. J. Savage - Region of Peel  
J. Douglas

*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

156a)







## City of Mississauga

### MEMORANDUM

File: 11 141 00045  
17 111 82126

To Chairman and Members of  
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,  
Dept. Engineering and Works.

February 2, 1987

OPERATIONS/WORKS

FEB 18 1987

RECEIVED

DATE FEB 10 1987

FILE No J.05.82043  
CLERK'S DEPARTMENT

SUBJECT: Traffic Signal Control Centre  
After Hours Operation

SOURCE: Engineering and Works

COMMENTS:

This report is presented in response to concerns expressed by Mayor H. McCallion relating to traffic congestion in the area of Hurontario Street and Britannia Road on October 10, 1986. During this p.m. peak period, Mayor H. McCallion was concerned that the traffic signal control system was not operational as congestion in the area was severe.

The traffic signal control system is currently operational 24 hours per day, everyday. Numerous timing plans for each signalized intersection are resident in the data base and are implemented automatically for the a.m., p.m. and off peak periods of the day. Operator intervention is not required for this function. The communications portion of the system sends information to each intersection which in turn acknowledges receipt by sending return messages to the computer.

Should a situation arise whereby all is not well with any given intersection, the computer will "let go" and the intersection will operate by itself with its own independent traffic controller. Such circumstances as static on the communication line, slow response to messages between the computer and the intersection, etc. will cause this to occur. Transitions between computer control and local control are invisible, and failed intersections are difficult to detect by the average motorist.

The computer itself is monitored by an alarm which senses power, temperature, and communication. Should power be removed, the temperature rise, or the computer stop communicating, an alarm would sound in the Traffic Control Centre, as well as in the Dispatch Centre of the Mavis Road Works Facility.

During normal business hours, Control Centre staff would take whatever action is necessary to re-enable the system. The system will restart by itself following short power failures.

Continued. . .

16(a)

After normal hours, the alarm would be detected by the Works Department Dispatcher who has available the names and home telephone numbers of the three Traffic Control Centre staff members, as well as a telephone pager which has been issued to staff.

While these staff members are not "on call" they each have available to them computer terminals capable of accessing the traffic control computer remotely. This allows for regular checking of the system during other than normal working hours.

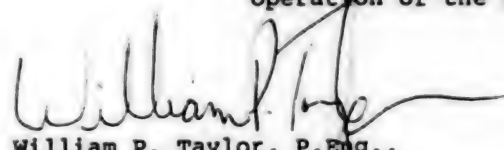
Our signal maintenance contractor is "on call" 24 hours per day for intersection related problems and is capable of handling system related problems at the intersection, as well as traditional maintenance items such as burnt out bulbs, misaligned signal heads, etc. Calls received by the Works Department Dispatch with respect to individual intersections are forwarded to the contractor for remedial action.

With respect to Mayor H. McCallion's call of October 10, 1986, our dispatcher was able to relay the expressed concerns to staff who in turn monitored the performance of the system, specifically in the Hurontario Street/Highway 401 area. It was determined that all of the signals in the area were functioning properly.

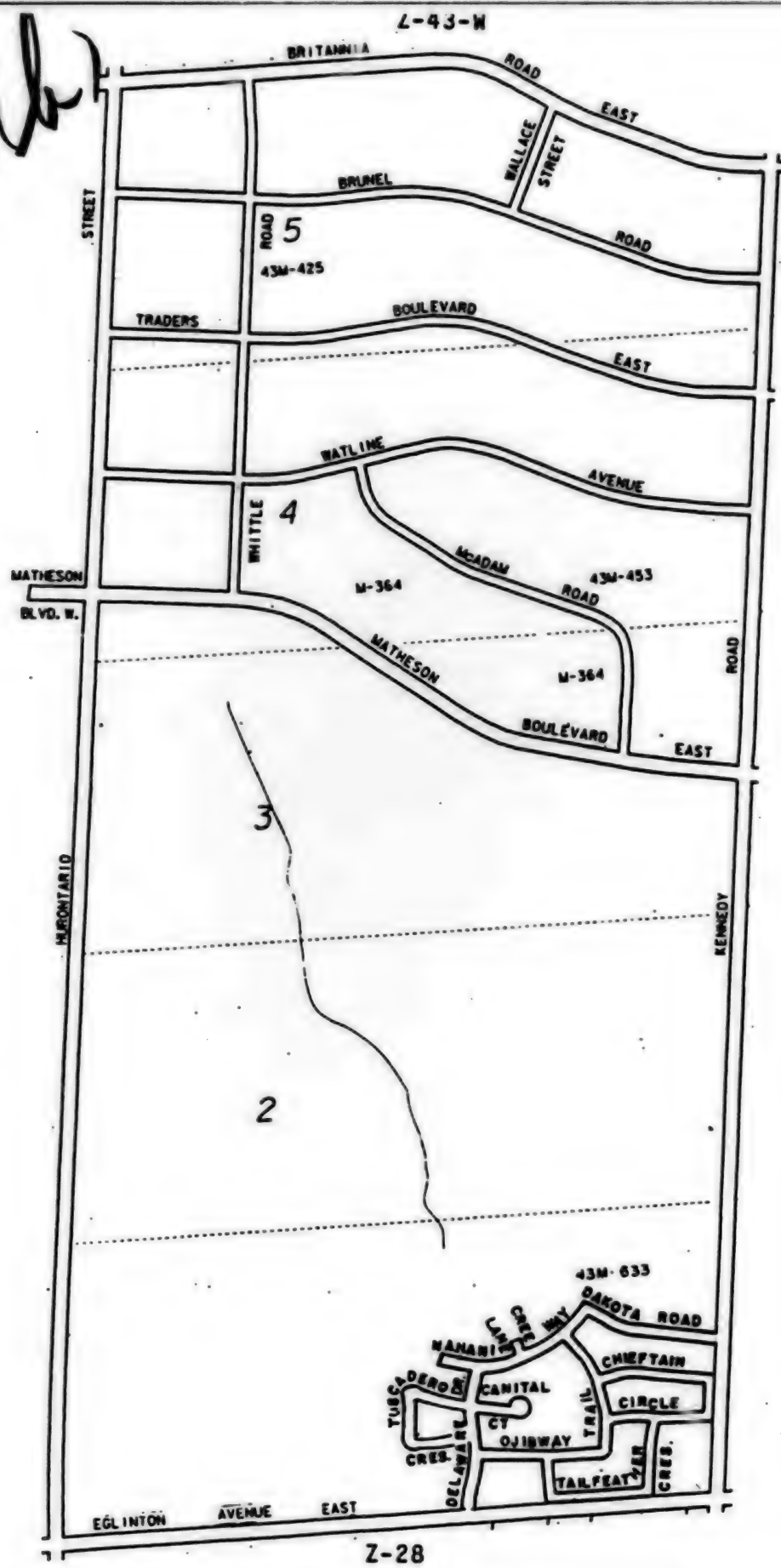
The congestion encountered, we feel, is attributable to the volume of traffic in that area on the Friday evening of the Thanksgiving holiday weekend. Staff reported that a "bumper to bumper" situation was being experienced on Highway 401 through the Hurontario Street area, thus causing excessive congestion on the highway ramps as well as Hurontario Street and Britannia Road.

The traffic signal control system is programmed to respond to established traffic patterns and demands. Automatic response to traffic congestion appearing as the result of accident incidence, construction emergencies, or unexpected oversaturation of the roadway is not achievable.

RECOMMENDATION: That the report dated February 2, 1987 from the Commissioner of Engineering and Works with respect to the after hours operation of the Traffic Signal Control System be received.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works Department.  
24  
MBF/dm  
0491E

16th







# City of Mississauga

## MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00027

17

To: Chairman and Members of  
Operations and Works Committee.  
Dept.

From: William P. Taylor, P.Eng.,  
Engineering & Works Dept.  
Dept.

January 22, 1987

OPERATIONS/WORKS

FEB 18 1987

SUBJECT: Proposed u-turn prohibition - Eglinton Avenue east of Tomken Road for eastbound traffic..

SOURCE: Mrs. S. Tchiu, 2355 Old Carriage Road, 625-9510.

COMMENTS: Mrs. Tchiu has informed Engineering & Works Dept. personnel of a potentially dangerous situation at the above noted location, due to numerous u-turns completed as a result of severe eastbound back-ups/delays in the a.m. peak period on Eglinton Avenue.

RECEIVED

REGISTRY

DATE

JAN 27 1987

FILE NO

F.06.04.07

CLERK DEPARTMENT

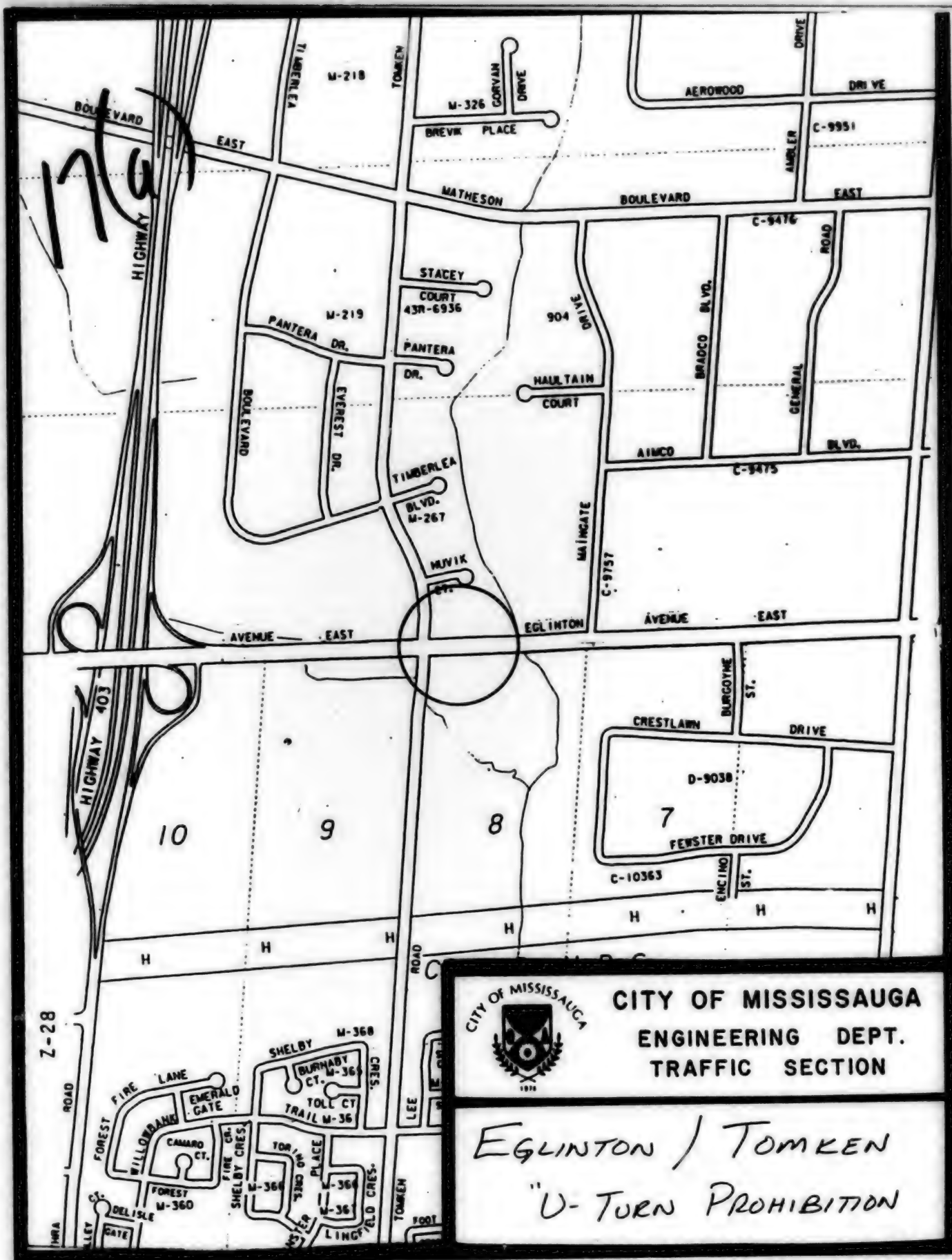
The Engineering & Works Dept. is aware of this situation and is in the process of designing intersection improvements that would facilitate a dual eastbound left turn movement. Unfortunately this improvement will not be completed until late 1987. Therefore, in an effort to increase the level of safety at this location, we propose prohibiting u-turns for eastbound motorists who are trying to avoid the back-ups to northbound Tomken Road.

We feel that this is the best interim measure available until the permanent sector can be completed, and should, with enforcement, deter the conscientious motorist.

RECOMMENDATION: That a by-law be passed authorizing a u-turn prohibition for eastbound traffic on Eglinton Avenue at Tomken Road.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

WPT/dab  
0487E  
Attach.





## City of Mississauga

### MEMORANDUM

RECEIVED

File: 11 141 00045  
11 161 00011  
13 211 00 18

18

To	Chairman and Members of	REGISTRY NO.	From	William P. Taylor, P.Eng.,
Dept.	Operations and Works Committee.	DATE	Dept.	Engineering and Works
		FEB 2 1987		
		FILE NO		
		F.060407		
		CLERK'S DEPARTMENT		
		OPERATIONS/WORKS		
				FEB 18 1987

January 22, 1987

**SUBJECT:** Dundas Street east of Winston Churchill Boulevard - U-turn prohibition.

**SOURCE:** Mrs. Mellor, 2671 Hayford Court, 823-2569.

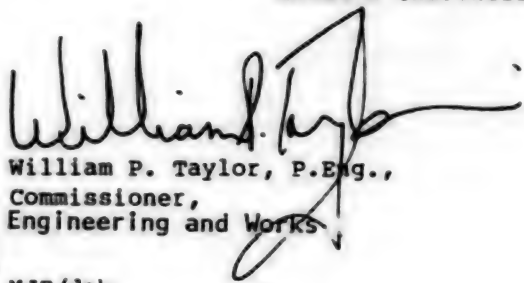
**COMMENTS:** In response to Mrs. Mellor's complaint, Engineering and Works personnel have reviewed traffic conditions on Dundas Street in the area of the Rainbow Gas Bar, east of Winston Churchill Boulevard.


Accident records were reviewed at this location and we have noted several accidents associated with this access, before the extension of the centre island, which occurred in the summer of 1985. Since that time, our records indicate only three (3) incidents involving motorists making the unsafe u-turn around this extended island.

From an engineering standpoint, a further island extension to try and deter this movement would not be practical; motorists would probably still continue to make this u-turn movement regardless of the length of the island. For your information, the existing extension has been installed to current engineering standards and the distance from the driveway to the end of the island is comparable with similar installations.

Therefore, we propose in an effort to increase traffic safety, posting 'no u-turns' in this area. We realize this will only discourage u-turns if consistently enforced by the Police. However, it may prevent the unsure motorists from completing this unsafe movement.

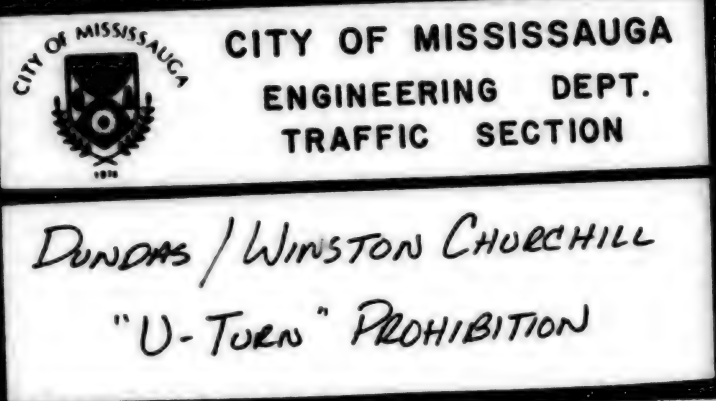
**RECOMMENDATION:** That a by-law be passed authorizing a u-turn prohibition on Dundas Street for a distance of 150 metres (492 ft.) east of Winston Churchill Boulevard.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering and Works

  
MJP/dab  
0487E  
FORM 145 Attach.



TOWN OF OAKVILLE





City of Mississauga

**MEMORANDUM**

File: 11 141 00045  
11 161 00011  
13 211 00013

19

To Chairman and Members of  
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,  
Dept. Engineering & Works Dept.

January 22, 1987

FEB 18 1987

OPERATIONS/WORKS

SUBJECT: Parking Prohibition - MacIntosh Crescent.

SOURCE: Councillor D. Cook, Ward 7.

COMMENTS: Public Works personnel have recently reviewed parking conditions in the area of MacIntosh Crescent in association with parents dropping-off pre-schoolers at Applewood United Church Day-care Centre.

REGISTRY

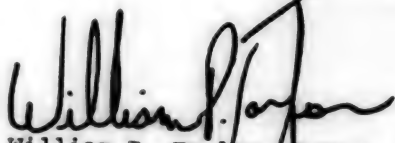
DATE JAN 27


FILE NO F.06.04.02

Limited on-site parking is available at the Church which, in turn, causes parents to park illegally on Stanfield Road and MacIntosh Crescent. This creates a difficult and dangerous situation on Stanfield Road in front of the church area. We are therefore recommending that parking be permitted on the outside portion of MacIntosh Crescent for a maximum period of one hour, 7:00 a.m. to 7:00 p.m. Monday to Friday, to provide a safer on-street parking area for drop-offs and pick-ups.

This type of prohibition would be beneficial to both motorists and area residents, as the residents should not be bothered by Sunday parking since their direct frontage (the inside portion of MacIntosh Crescent) would remain signed 'no parking anytime'. This would also maintain two-way traffic and allow for sufficient space for drop-offs and pick-ups while not interfering with residential frontages.

RECOMMENDATION: That a by-law be passed authorizing one-hour parking, 7:00 a.m. to 7:00 p.m., Monday to Friday, on the outside of MacIntosh Crescent.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

  
MJF/dab  
0487E  
Attach.







City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00046

20

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

Dept. Engineering & Works Dept.

January 22, 1987

OPERATIONS/WORKS FEB 18 1987

SUBJECT: Sight obstruction; Shelter Bay Road - Glen Erin Drive.

SOURCE: Engineering & Works Department

COMMENTS: Engineering & Works Dept. personnel have reviewed sight distances on Glen Erin Drive at Shelter Bay Road with regard to the school crossing guard stationed at the intersection.

INDUSTRY DIV

DATE JAN 27 1987

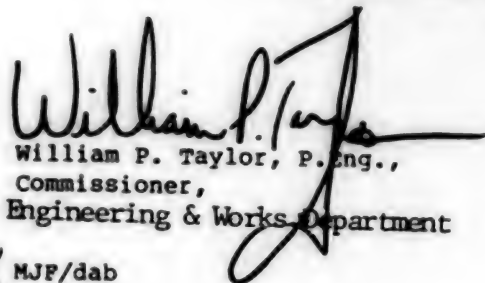
TIME F.06.04.02


ENGINEERING DEPARTMENT

Our review has indicated that, at this location, vehicles park on the east side of Glen Erin Drive, north of Shelter Bay Road, obstructing the crossing guard's view of southbound motorists when crossing streets. These parked vehicles are in a 72-hour extended parking area which extends from Shelter Bay Road to Gananoque Drive.

In order to eliminate the sight obstruction, this parking area will have to be reduced by 30 metres (100 ft.), north of Shelter Bay Road. We do not feel this will create any problems or inconvenience any parking motorists.

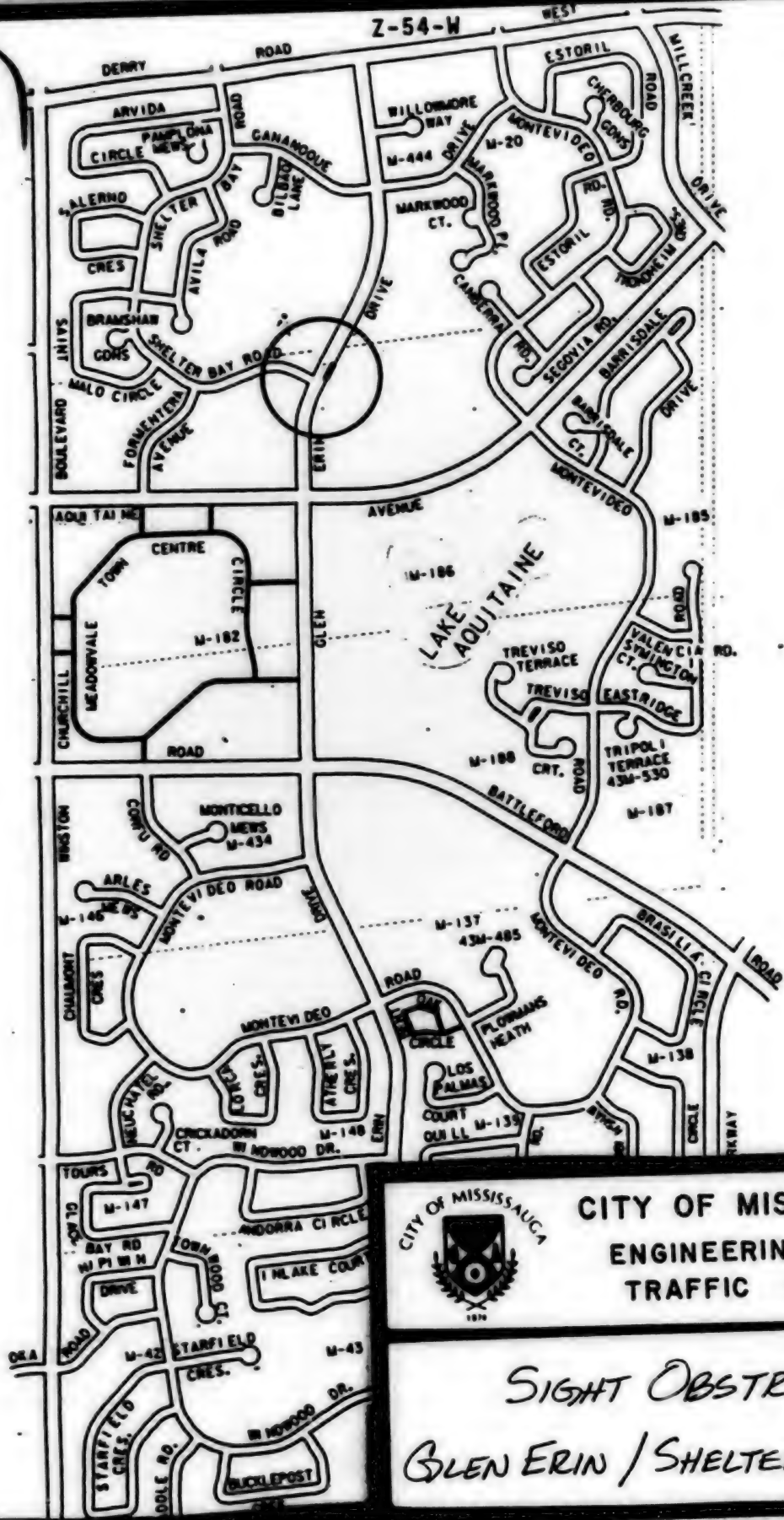
RECOMMENDATION: That a by-law be passed to authorize a reduction of the 72-hour extended parking area on the east side of Glen Erin Drive, to run between 30 metres (100 ft.) north of Shelter Bay Road and 15 metres (50 ft.) south of Gananoque Drive.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Department

  
MJF/dab  
0487E  
Attach.

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CITY OF MISSISSAUGA  
ENGINEERING DEPT.  
TRAFFIC SECTION

SIGHT OBSTRUCTION  
GLEN ERIN / SHELTER BAY



City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
13 211 00017  
13 211 00018

21

RECEIVED

To Chairman and Members of  
Dept Operations and Works Committee. DATE FEB 18 1987 From William P. Taylor, P.Eng.,  
Engineering & Works Dept.

February 2, 1987.

FILE NO F.06.04.01  
CLERK'S DEPARTMENT

OPERATIONS/WORKS FEB 18 1987

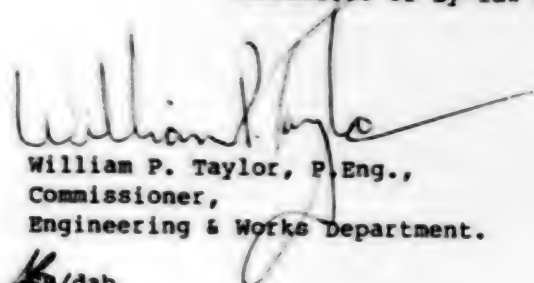
SUBJECT: Housekeeping Amendments to By-law 444-79, as amended.

SOURCE: Engineering & Works Department.

COMMENTS: As a result of changes in street names in the City, a number of amendments to By-law 444-79 are required. These amendments will reflect the physical changes to on-site street signs, and will not result in further on-site changes.

RECOMMENDATIONS:

That by-laws be passed authorizing amendments to various schedules of By-law 444-79, as amended.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Department.

K/dab  
0487E  
Attach.



CITY  
221

# City of Mississauga

## MEMORANDUM

RECEIVED

File: 11 141 00045  
11 161 00011  
22 121 00002

To Chairman and Members of

Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,

Dept. Engineering & Works Dept.

February 2, 1987.

CLERK'S DEPARTMENT

OPERATIONS/WORKS

FEB 18 1987

### SUBJECT:

Housekeeping Changes to By-law 444-79.

### SOURCE:

Engineering & Works Department.

### COMMENTS:

The remaining northern portion of Hurontario Street has been transferred from the Ministry of Transportation and Communications jurisdiction to the City of Mississauga. This will necessitate amendments to the by-law, but will not require any physical changes or on-site signing changes.

### RECOMMENDATIONS:

That by-laws be passed authorizing the housekeeping changes associated with the transfer of the northern portion of Hurontario Street from the Ministry of Transportation and Communications to the City of Mississauga.

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

*WPT/dab*  
0487E  
Attach.



City of Mississauga

MEMORANDUM

File: 11 141 00045  
11 161 00011  
12 111 00009

23

To: Chairman and Members of  
Operations and Works Committee.

From: William P. Taylor, P.Eng.,  
Dept. Engineering & Works Dept.

February 9, 1987.

SUBJECT: Load Restrictions 1987.

SOURCE: Engineering & Works Department.

COMMENTS: The Engineering and Works Department has prepared amendments to the Load Restriction Schedule of By-law 444-79 for the year 1987, and have attached the necessary draft by-law for Council's approval. The load restrictions are in effect during the months of March and April on these roads listed in Schedule 16 of the Traffic By-law.

RECOMMENDATIONS: That a by-law be passed authorizing the implementation of Load Restrictions for 1987

*William P. Taylor*  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Department.

*HS*/dab  
0487E  
Attach.

23(a)



BY-LAW NUMBER

A By-Law to amend By-Law 444-79, as amended

The Council of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 16 of By-Law 444-79, as amended, be DELETED and the following substituted therefor:

SCHEDULE 16 LOAD RESTRICTIONS		
Column 1 Highway	Column 2 From	Column 3 To
Arch Road	South limit of Britannia Road West	North limit of Ellen Street
Argyle Road	South limit of Dundas Street West	North limit of Dunbar Road
Aviation Road	South limit of Lakeshore Road East	North limit of Beach Street
Barbertown Road	North limit of Eglinton Avenue West	Credit River
Ben Machree Drive	South limit of Lakeshore Road West	West limit of Maple Avenue
Benedet Drive	South limit of South Sheridan Way	West limit of Winston Churchill Boulevard
Burnhamthorpe Road West	East limit of Ninth Line	West limit of Winston Churchill Boulevard
Burslem Road	South limit of Dundas Street East	North limit of Targa Road
Cattrick Street	North limit of Derry Road East	South limit of Hull Street
Cherriebell Road	North limit of Lakeshore Road East	North limit of Cherriebell Road
Churchill Avenue	East limit of Airport Road	West limit of Lancaster Avenue
Clarkson Road	South limit of Lakeshore Road West	North limit of Orr Road
Clarkson Road	North limit of Lakeshore Road West	South limit of South Sheridan Way
Coram Avenue	South limit of Dundas Street East	North limit of Coram Crescent
Creditview Road	North limit of Eglinton Avenue West	South limit of Britannia Road West
Creditview Road	North limit of Argentia Road	South limit of Derry Road West
Crestview Road	South limit of South Service Road	North limit of Briarhill Drive



SCHEDULE 16  
LOAD RESTRICTIONS

25/1/1

Column 1 Highway	Column 2 From	Column 3 To
Deta Road	North limit of Lakeshore Road East	North limit of Deta Road
Dunbar Road	East limit of Argyle Road	West limit of Confederation Parkway
Eaglewood Boulevard	East limit of Hurontario Street	East limit of Eaglewood Boulevard
Earl Street	South limit of Britannia Road West	North limit of Ellen Street
Eglinton Avenue West	East limit of Ninth Line	West limit of Erin Mills Parkway
Ellen Street	East limit of Queen Street	West limit of Earl Street
Ellesboro Drive	North limit of Britannia Road	West limit of Suburban Drive
Fergus Avenue	North limit of Lakeshore Road East	North limit of Fergus Avenue
Gallant Drive	South limit of South Sheridan Way	North limit of Woodeden Drive
Hampton Crescent	South limit of Lakeshore Road East	North limit of Lakeside Avenue
Harborn Road	West limit of Hurontario Street	West limit of Harborn Road
Hazelhurst Road	North limit of Lakeshore Road West	North limit of Hazelhurst Road
Ibar Way	North limit of Lakeshore Road West	South limit of Queen Street West
Indian Grove	North limit of Indian Road	South limit of South Sheridan Way
Joseph Street	South limit of Britannia Road West	North limit of River Road
Joymar Drive	North limit of Thomas Street	South limit of Britannia Road West
Kennedy Road	North limit of Eglinton Avenue East	South limit of Matheson Boulevard East
Kennedy Road	North limit of Britannia Road East	North limit of The City of Mississauga
Lancaster Avenue	South limit of Morning Star Drive	North limit of Victory Crescent
Loreland Avenue	South limit of Dundas Street East	North limit of Mattawa Avenue
Lushes Avenue	East limit of Southdown Road	Sheridan Creek
Main Street	East limit of Queen Street	West limit of Bristol Road West
Matlock Avenue	East limit of Falconer Drive	West limit of Swanhurst Boulevard

232(c)

SCHEDULE 16  
LOAD RESTRICTIONS

Column 1 Highway	Column 2 From	Column 3 To
McLaughlin Road	North limit of Bristol Road West	North limit of The City of Mississauga
Mississauga Road	South limit of Eglinton Avenue West	West limit of North Sheridan Way
Netherbrae Road	North limit of Rexwood Road	South limit of Darcel Avenue
Orchard Hill Road	East limit of Dixie Road	West limit of Deta Road
Ripon Street	West limit of Airport Road	East limit of York Street
Second Line West	North limit of Britannia Road West	North limit of The City of Mississauga
Springbank Road	North limit of North Sheridan Way	South limit of Mississauga Road
Strathy Avenue	North limit of Lakeshore Road East	North limit of Strathy Avenue
Tenth Line West	North limit of Eglinton Avenue West	North limit of Tenth Line West
The Credit Woodlands	North limit of Dundas Street West	South limit of Burnhamthorpe Road West
Turney Drive	North limit of Vista Boulevard	South limit of Britannia Road West
Victory Crescent	East limit of Airport Road	North limit of Churchill Avenue
Vista Boulevard	East limit of Erin Mills Parkway	West limit of Vista Drive

2. This By-law shall not become effective until approved by the Regional Municipality of Peel, and until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_ 1987.

MAYOR \_\_\_\_\_

CLERK \_\_\_\_\_





# The Regional Municipality of Peel

Planning Department

OPERATIONS/WORKS FEB 18 1987

February 6, 1987

Ms. Linda Mailer  
Committee Co-ordinator  
City of Mississauga  
Clerks Department  
300 City Centre Drive  
Mississauga, Ontario

Re: Street Names Policy  
Your File: F.02.07

FEB 9 1987

F.02.07

Dear Ms. Mailer:

In response to your letter of November 11, 1986 setting out the City's Operations and Works Committee's recommendation OW-407-86, this is to advise that the Region of Peel Street Names Committee has reviewed its policy of not recommending approval of street names which are duplicated in another municipality in the Region in light of the implementation of the enhanced 9-1-1 Emergency System which has been suggested would alleviate such confusion. As part of this review, the Committee has consulted with the Caledon, Brampton and Mississauga Fire Chiefs, the Peel Regional Police, the Ministry of Ambulance Service, the 9-1-1 Task Force Manager and members of the 9-1-1 Task Force, one of which sits on the Regional Street Names Committee. Attached are letters received from those operations consulted.

From the Street Names Committee review it appears that:

- only the BASIC 9-1-1 Emergency System has been approved by Regional Council.
- the A.L.I. (Automatic Location Indicator) of the enhanced 9-1-1 identification system has not yet been approved by Regional Council.
- the A.N.I. (Automatic Number Indicator) segment of the enhanced 9-1-1 system has not yet been approved. This system only displays the telephone number of the caller. Because telephone exchanges do not follow municipal boundaries, the municipality of the caller cannot be determined from the telephone number.
- the A.L.I. part of the enhanced system will not be available when 9-1-1 is started even if the enhanced system is approved.
- there are problems with the data base for the 9-1-1 enhanced system
  - at present, only the address to which the telephone bill is sent is available and this often differs from the address where the telephone is located. Even this data base is not fully developed and there are reliability problems.

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 - (416) 791-9400



24(a)

- 2 -

- many people have "foreign listings", i.e. may live in Caledon but have a Metro or Brampton phone listing, with the result that the location of the phone cannot be identified.
- even if and when the enhanced 9-1-1 system is in operation, the address of the telephone cannot be identified when the caller contacts the operator i.e. dials "O" instead of "9-1-1" and many emergency calls are received this way.
- calls placed from mobile phones, pay phones or calls made by parents or relatives from other locations on behalf of children or relatives with a language problem, can not have their location identified by the A.L.I. system.
- the A.L.I. feature of the enhanced 9-1-1 system will not identify the location of callers who do not call 9-1-1 but call the police, fire or ambulance departments directly and will continue to do so for years.
- the sophisticated data base of the enhanced 9-1-1 system is computer generated and as such is subject to a certain amount of down time, etc.
- the general public, taxies, couriers, post office and delivery people will still suffer from the confusion of duplicated street names in Peel, even with the 9-1-1 system.

In summary, the Police, Fire, Ambulance and 9-1-1 Task Force Authorities all agree that even if/when the A.L.I. 9-1-1 ENHANCED SYSTEM IS IN PLACE AND OPERATING, IT WILL NOT REDUCE THE NEED TO AVOID DUPLICATED STREET NAMES IN Peel. The system itself has limitations, many calls will still be received outside of the 9-1-1 system, and duplicated street names will have to be avoided for the functioning of the general public, taxies, couriers, post office and delivery operations.

Each of these emergency service authorities strongly support the continued operation of the Regional Street Name Committee not only to avoid street name duplications but also to avoid the use of similar sounding street names or names that are difficult to pronounce or spell in emergency situations and to facilitate more efficient emergency dispatching.

In view of this, it is recommended that the present operation of the Region of Peel Street Names Committee be continued without change.

Yours truly,



D.R. Billett  
Secretary of the  
Regional Street Names Committee

DRB/dm



Planning Dept.  
RECEIVED

MEMORANDUM

24(h)

89	Info	Seen
Commentary		
Dir. Dev. Control		
Dir. Traffic		
Mgr. Street		
Sr. Planner		
	Date	January 26, 1987
	Subject	Street Names Policy

To Mr. D. Billett  
Director, Development Control

From Paul Schram  
9-1-1 Project

Members of the Street Names Committee who are also on the 9-1-1 Task Force have advised me of a recommendation adopted by Mississauga Council (see Attachment). I feel the following points are noteworthy.

1. It appears that the Operations and Works Committee believes that Enhanced 9-1-1 has already been approved.
2. Even if Enhanced 9-1-1 was operational, a readout that conflicts with a caller's information is a flag to the call taker to investigate further. Dispatching services based solely on an Enhanced 9-1-1 readout would be a last resort.
3. Enhanced 9-1-1 information is not available for a caller who dials "0" instead of 9-1-1.
4. Calls from cellular phones to 9-1-1 will not produce Enhanced 9-1-1 information.
5. Calls from multi-customer party lines will not provide Enhanced 9-1-1 information.
6. Calls from boundary areas made via 7 digit numbers (if used) will not provide Enhanced 9-1-1 information.
7. Calls made to existing telephone numbers of emergency agencies will not provide Enhanced 9-1-1 information.
8. Calls from outside Peel to request assistance within Peel will not provide Enhanced 9-1-1 information.
9. Incidents reported from a pay phone could easily be in a different municipality than the pay phone.
10. 9-1-1 calls placed from a remote site of an organization served by a Centrex system will only provide an Enhanced 9-1-1 readout for the main site (if that is where the telephone bill is sent).

2461

Mr. D. Billett  
January 23, 1987  
Page Two of Two

11. Actual radio dispatching of emergency vehicles is improved when similar or identical street names are avoided. This would be particularly important to ambulance personnel who dispatch and respond for the entire Region of Peel.
12. Any system will have a certain amount of down time, possibly resulting in the loss of Enhanced 9-1-1 readouts. This applies not only to our components, but those components in Bell central offices.

These points should be considered before anyone relies on Enhanced 9-1-1 as an absolute solution.

Yours truly,

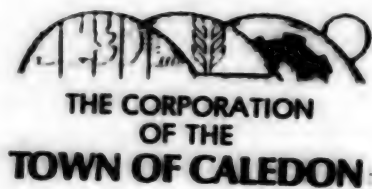


Paul D. Schram  
Manager  
9-1-1 Project  
453-3311, Ext. 465

PDS/fhv  
Encl.

cc: R.L. Frost





THE CORPORATION  
OF THE  
TOWN OF CALEDON

Box 1000, Caledon East, Ontario. L0N 1E0

24(a)

Telephone:  
416-584-2273  
Georgetown, Erin and  
Tottenham exchanges  
use Zenith 86130

January 7, 1987

Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario

Attention: D. R. Billett  
Director of Development Control

Dear Sir:

Regarding the policy of "not approving street names on the basis that they conflict with other municipalities in the Region". I would make the following observations:

- 1) At this time there is no final approval from the Regional Council to proceed with the Enhanced 911 system though there has been money set aside to conduct the study and bring back costs and recommendations from Bell Canada by the end of the first quarter.
- 2) Even at such time when a 9-1-1 system, be it enhanced or basic is installed, not 100% of the populace will use it. Some people will, for years, call their emergency services numbers direct and in fact people with minor complaints will still be encouraged to do so to free up emergency 9-1-1 trunks.
- 3) Emergency calls placed from seven digit numbers or from Bell Operators after calling parties have hung up do not have Enhanced 9-1-1 features.
- 4) Emergency calls placed to administration numbers instead of 9-1-1 do not have the Enhanced features.
- 5) Calls made by parents or other relatives from remote municipalities on behalf of children or relatives with a language problem do not have 911 features.

6) The whole purpose of the Street Names Committee is to stop duplication and not further aggravate the duplication problem we have inherited, such as many Queen Streets, King Streets, Church Streets, and others.

It is my personal observation that the Street Names Committee should be left to continue as in the past and to try to stop any possible duplications, similar sounding names or names which by their very nature create pronunciation or spelling problems for dispatchers in the emergency services.

Should this present mandate be taken away the only alternative would be to disband the Committee as there is no point in trying to alleviate street name problems with a "no teeth" policy in place.

Yours truly



R.A. Hilton  
Fire Chief  
TOWN OF CALEDON FIRE DEPARTMENT  
Member 9-1-1 Steering Committee  
9-1-1 Task Force  
Regional Street Names Committee

DOUGLAS K. BURROWS, S.A.  
Chief of Police



**PEEL REGIONAL  
POLICE FORCE**

P.O. BOX 7750  
7750 HURONTARIO ST.  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

24 (f)

Telephone: Area Code 416  
453-3311

Address all correspondence to  
The Chief of Police

Referring to:

Our File No. ....

Your File No. ....

Attention of .....

January 8, 1987

**Planning Dept.  
RECEIVED**

JAN 13 1987

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

	Action	Info.	Seen
Commissioner			
Dir. Dev. Control			
Dir. Transportation			
Dir. Soc. Svcs.			
Director			

Sir:

**Re: Street Names Policy Recommendations  
Mississauga Operations and Works Committee**

In response to the November 11, 1986, letter to the Regional Clerk from Linda Maller, we have concerns with both recommendations.

It is the intent of the Street Names Committee to avoid duplicity of street names and the use of those which may pose spelling or pronunciation difficulties to emergency response units.

Although our Committee does not have exclusive power of street name rejection, it does provide a service to each municipality by reducing the possibility of delayed response to emergency situations by applying these three basic principles.

...2



24(g)


Re: Street Names Policy Recommendations  
Page Two  
January 8, 1987

Our concern is that this service will be discontinued if the Street Names Committee is not allowed to perform this function in the future.

Further, the reliance on the implementation of the new 911 system to provide this service is based, we believe, on inaccurate information. It is our understanding that 911 will not be able to perform this function immediately and recommend that this be verified by the 911 Steering Committee.

If the 911 information is as we understand it to be, we suggest that it be brought to the attention of the Operations and Works Committee of the City of Mississauga by the Chairman of the Street Names Committee in order that we may continue to provide the service we have provided in the past.

Yours truly,



Staff Sergeant M. Haslett  
Member  
Street Names Committee

MH:tmh



Ontario

24/1/87

Shop Canadian  
Magasins à la canadienne

Ministry of Health  
Ministère de la Santé

Emergency Health Services  
Mississauga - CACC  
4311 Village Centre Court  
Mississauga, Ontario  
L4Z 1S2

(416) 848-1100

January 21, 1987

Planning Dept.  
RECEIVED

JAN 21 1987

Commissioner	Action	Info	Seen
Dir. Dev. Control			
Dir. Transportation			
Mgr. Soc. Sv.			
Dr. Planner			

Mr. D. R. Billett  
Director  
Development Control  
Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

A recommendation from the Operations and Works Committee regarding the current street names policy, has been brought to my attention. It is my understanding that it has been suggested that the Peel Street Names Committee discontinue the practice of ensuring that street names do not conflict with other municipalities within the Region. It is apparently suggested that an enhanced 9.1.1. system would alleviate any confusion.

Please be advised that even an enhanced 9.1.1. system if approved, could not even be functional likely for 24 months. Current data provided by Bell reflects only the billing address and not the actual location of the telephone. Even enhanced 9.1.1. cannot pinpoint calls received that are initiated outside of the Region.

In short, a change in or deletion of such policy, is in the opinion of this office, definitely not in the best interest of the Region.

Yours truly,

*C. A. Wilson*

C. A. Wilson  
Manager

CAW:af

cc: Mr. P. Schram  
9.1.1. Project Manager  
Peel Region

24(ii)



## Fire Department

GORDON E. BENTLEY, Chief

January 6th, 1987.

Chairman and Members  
Region of Peel Street Names Committee

Re: Letter from the City of Mississauga  
File: F.02.07

I have the following comments in regard to paragraph 'B' which requests the Peel Street Names Committee to review its policy and allow duplicate street names within the three municipalities in the Region in light of the fact that implementation of the enhanced 911 emergency telephone service will alleviate any confusion.

It is my understanding that the Region has not, at this time, approved the A.L.I. Automatic Location Indicator portion of the Enhanced 911 system. The only segment of an enhanced system approved is the A.N.I. Automatic Number Indicator. This displays only the telephone number of the caller and does not indicate the municipality where the call originates. Unfortunately, telephone exchanges do not follow municipal boundaries and the exchange location is not always accurate in predicting the municipality of the caller.

It is my recommendation that no action be taken in changing the current street name policy relating to duplication until such time as the A.L.I. part of the enhanced system is approved and installed. Further, it is my personal opinion that we should give considerable thought before allowing duplicates even after the installation of the A.L.I. function.

The confusion created to the general public, delivery and trades people who are required to locate streets in adjacent municipalities must be considered.

Gordon E. Bentley  
Fire Chief

GEB:cr

15 Fairview Rd. West, ● Mississauga, Ontario L5B 1K7  
TELEPHONE (416) 275-3800



Donald M. Gordon,  
Commissioner of Community Services  
Fire  
Parks and Recreation  
Transit



J.R. Brumby  
Fire Chief  
8 Rutherford Road South  
Brampton, Ont. L6W 3J1  
451-4274

## The Corporation Of The City Of Brampton

### Fire Department

1987.01.06

Mr. L. E. Button  
Regional Clerk, Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

Re: Street Names Policy

It has been brought to my attention that you have received a letter from Linda Mailer, Committee Coordinator relevant to a Resolution of the City of Mississauga Council.

Please be advised that we at the City of Brampton Fire Department have endeavoured over the past years to support the work of the Street Names Committee. We have on several occasions spoken to the Council of the City of Brampton relevant to the changing and renumbering of streets in the City, in order that we may be consistent throughout the Region Peel. It would appear from the Resolution adopted by Mississauga Council that they are of the opinion that duplication of street names will be irrelevant when the Enhanced version of 911 is in place.

Please be advised that we have several concerns with this interpretation:

- (i) the Enhanced version of 911 has not yet been approved by Regional Council
- (ii) if and when the Enhanced version of 911 is approved, we will still NOT be able to identify the number and location of residences should the person making the call contact the operator instead of dialling 911
- (iii) the Enhanced version of 911 is expected to provide the optimum in telephone answering systems, however as in other systems, it is still susceptible to a certain amount of down-time due to machinery failure.

In conclusion it would be the writer's opinion, that the format as set out for the Street Names Committee be endorsed, and that all names be subject to approval by this Committee for all Municipalities in the Region of Peel.

Yours truly,

William C. Core  
FIRE CHIEF

WCC/df  
c.c. H. Newlove, District Chief, Communications Division



City of Mississauga

MEMORANDUM

FILES: 16 121 00045

To: Chairman and Members of  
Dept: Operations & Works Committee  
From: William P. Taylor, P. Eng.  
Dept: Engineering and Works

RECEIVED  
DATE FEB 10 1987  
FILE No T-83015  
F.02.07  
CLERK'S DEPARTMENT

February 5, 1987.

SUBJECT:

Street Names

OPERATIONS/WORKS FEB 18 1987

Fitzwood Investments 21T-83015M

SOURCE:

Engineering and Works

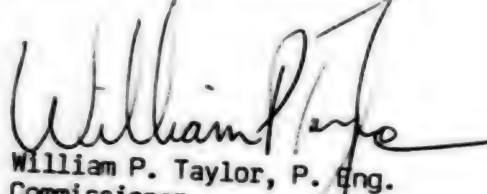
COMMENTS:

U.M.A. submitted "Dowling" as a proposed street name for the above noted subdivision.

The Region of Peel Street Names Committee reviewed this submission at their meeting of February 4, 1987 and rejected "Dowling" as there already is a Dowling Crescent in Brampton.

RECOMMENDATION:

That U.M.A. be advised that "Dowling" has not been approved as a street name for the Fitzwood Investments Subdivision 21T-83015M.

  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

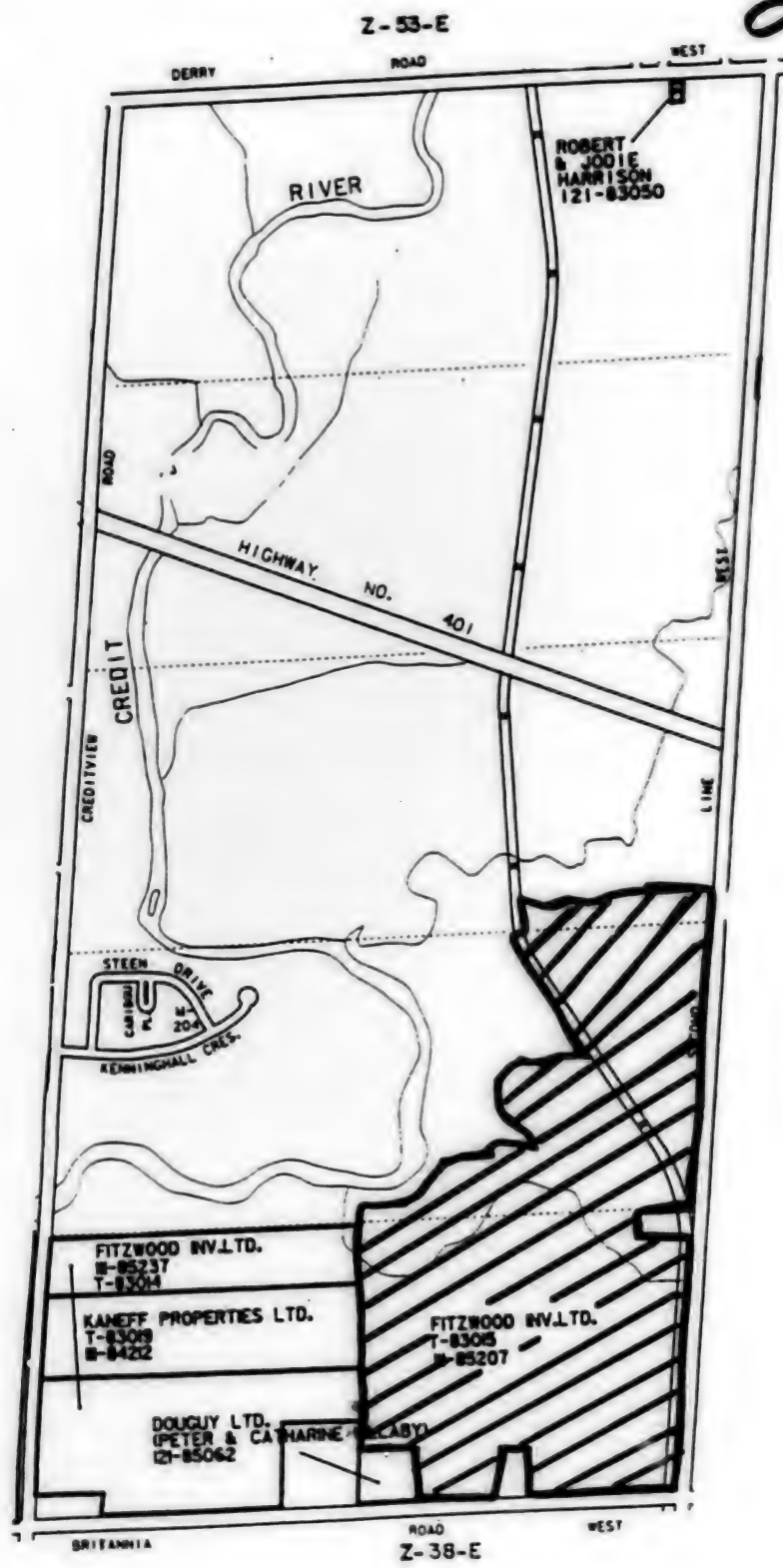
  
T/gb

cc: Councillor Southorn

25(a)

Z-45-W

Z-44-W



Z-45-E





City of Mississauga

MEMORANDUM

FILES: 16 121 00045

To Chairman and Members of From William P. Taylor, P. Eng.  
Dept. Operations & Works Committee Dept. Engineering and Works

RECEIVED  
DATE FEB 10 1987  
FILE No. T-84044  
E.02.07  
CITY OF MISSISSAUGA

February 5, 1987.

OPERATIONS/WORKS FEB 18 1987

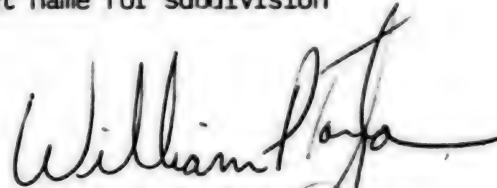
SUBJECT: Proposed Street Names  
Ferbpro Construction 21T-84044M

SOURCE: Engineering and Works

COMMENTS: Skira and Associates has submitted "Alpine Court" for use  
as a street name in the above noted subdivision.

This submission was reviewed by the Region of Peel Street  
Names Committee at their meeting of February 4, 1987 and  
approved.

RECOMMENDATION: That Skira and Associates be advised that "Alpine Court"  
has been approved as a street name for subdivision  
21T-84044M.

  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

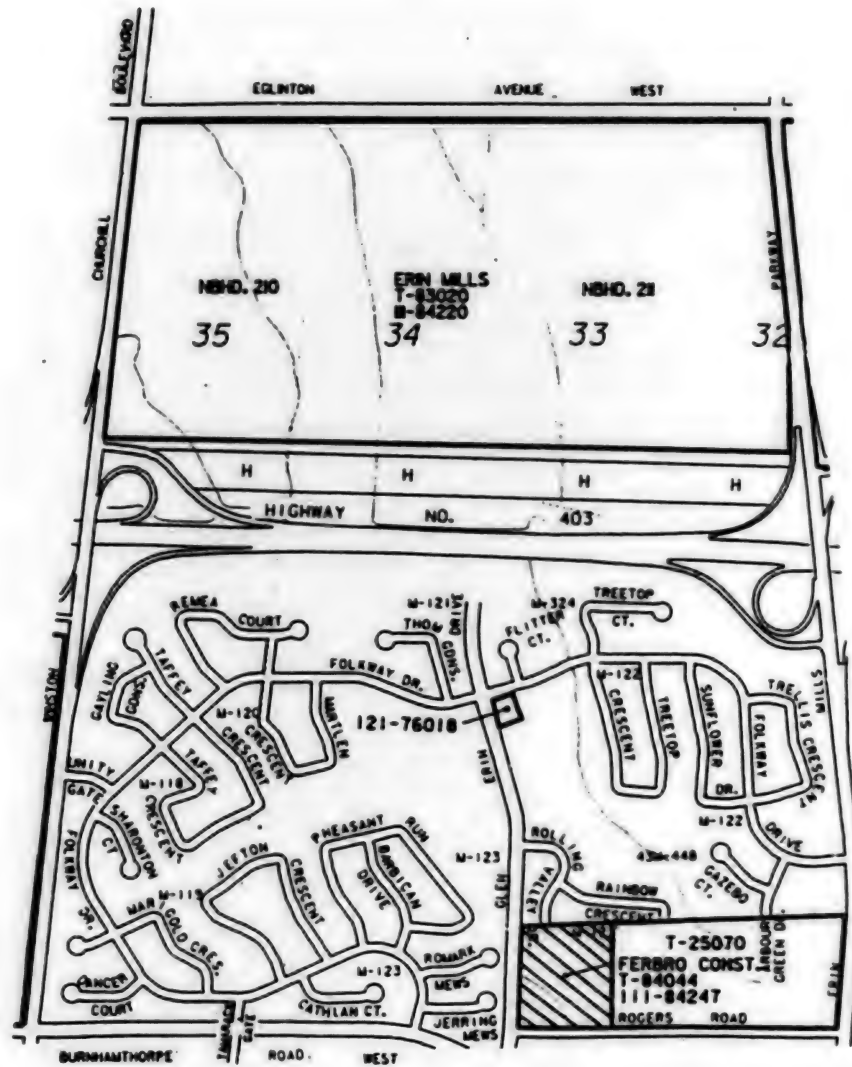
 GPT/gb

cc: Councillor S. Mahoney

26(a)

Z-39-W

Z-58



Z-31

Z-25

Z-32



# City of Mississauga

## MEMORANDUM

FILES: 16 121 00045

To Chairman and Members of  
Dept. Operations & Works Committee

From William P. Taylor, P. Eng.  
Dept. Engineering and Works

February 5, 1987.

OPERATIONS/WORKS FEB 18 1987

SUBJECT: Proposed Street Names  
First City Developments 21T-86048M

SOURCE: Engineering and Works

COMMENTS: Team Three submitted the following names as proposed  
street names for the above noted subdivision.

Bayou	Orchid
Columbine	Papyrus
Crosshill	Prairie
Everglade	Redwood
Grossbeak	Riversedge
Honeysuckle	Saltmarsh
Lady Slipper	Sundew
Lavender	Water Hyacinth
Mangrove	Water Lily
Marmot	Watersedge

This submission was reviewed by the Region of Peel Street  
Names Committee at their meeting of February 4, 1987 and  
the following names were approved.

Columbine	Prairie
Crosshill	Saltmarsh
Grossbeak	Sundew
Lady Slipper	Water Lily

The other names were refused because of duplications,  
confusion with similar named streets or pronunciation  
difficulties.

.....2



.....2

27(a)

RECOMMENDATION:

That Team Three be advised that the following names have been approved as street names for the First City Developments 21T-86048M.

Columbine  
Grosshill  
Grossbeak  
Lady Slipper

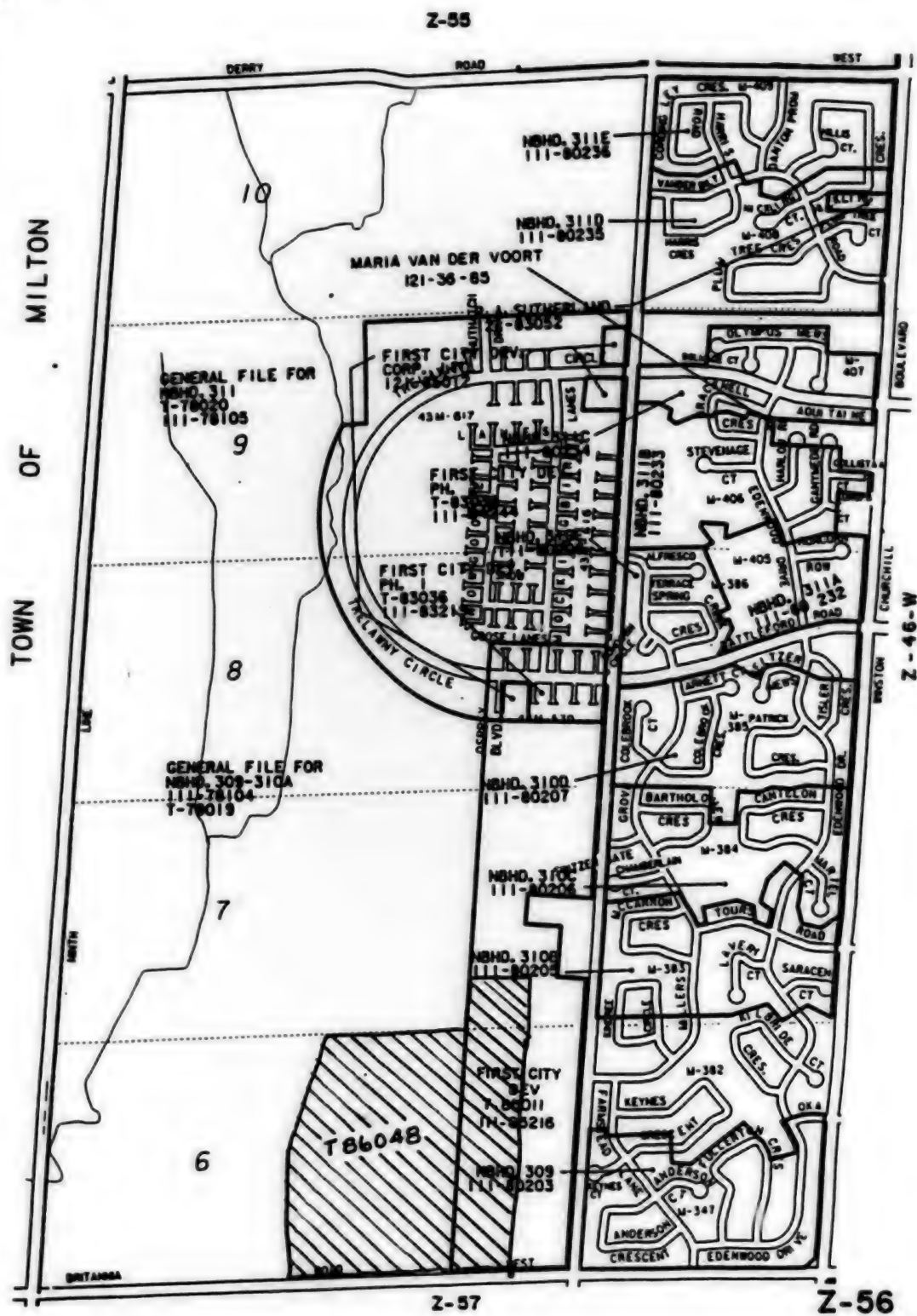
Prairie  
Saltmarsh  
Sundew  
Water Lily

*Opt*  
OPT/gb

cc: Councillor T. Southorn

*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

27(b)





City of Mississauga

MEMORANDUM

FILES: 16 121 00045

28

To Chairman and Members of From William P. Taylor, P. Eng.  
Dept. Operations & Works Committee Dept. Engineering and Works

February 5, 1987.

FEB 18 1987

OPERATIONS/WORKS

SUBJECT: Proposed Street Names  
Menkes Industrial Parks, 21T-76022

SOURCE: Engineering and Works

COMMENTS: Menkes Industrial Parks Ltd. has submitted the following names as proposed street names for the above noted subdivision.

Alstep

Menstan

Menway

This submission was reviewed by the Region of Peel Street Name Committee at their meeting of February 4, 1987 and approved "Alstep" and "Menway".

"Menstan" was refused because of existing similarly named streets.

RECOMMENDATION: That Menkes Industrial Park Ltd. be advised that "Alstep" and "Menway" have been approved as street names for the Menkes Subdivision T-76022.

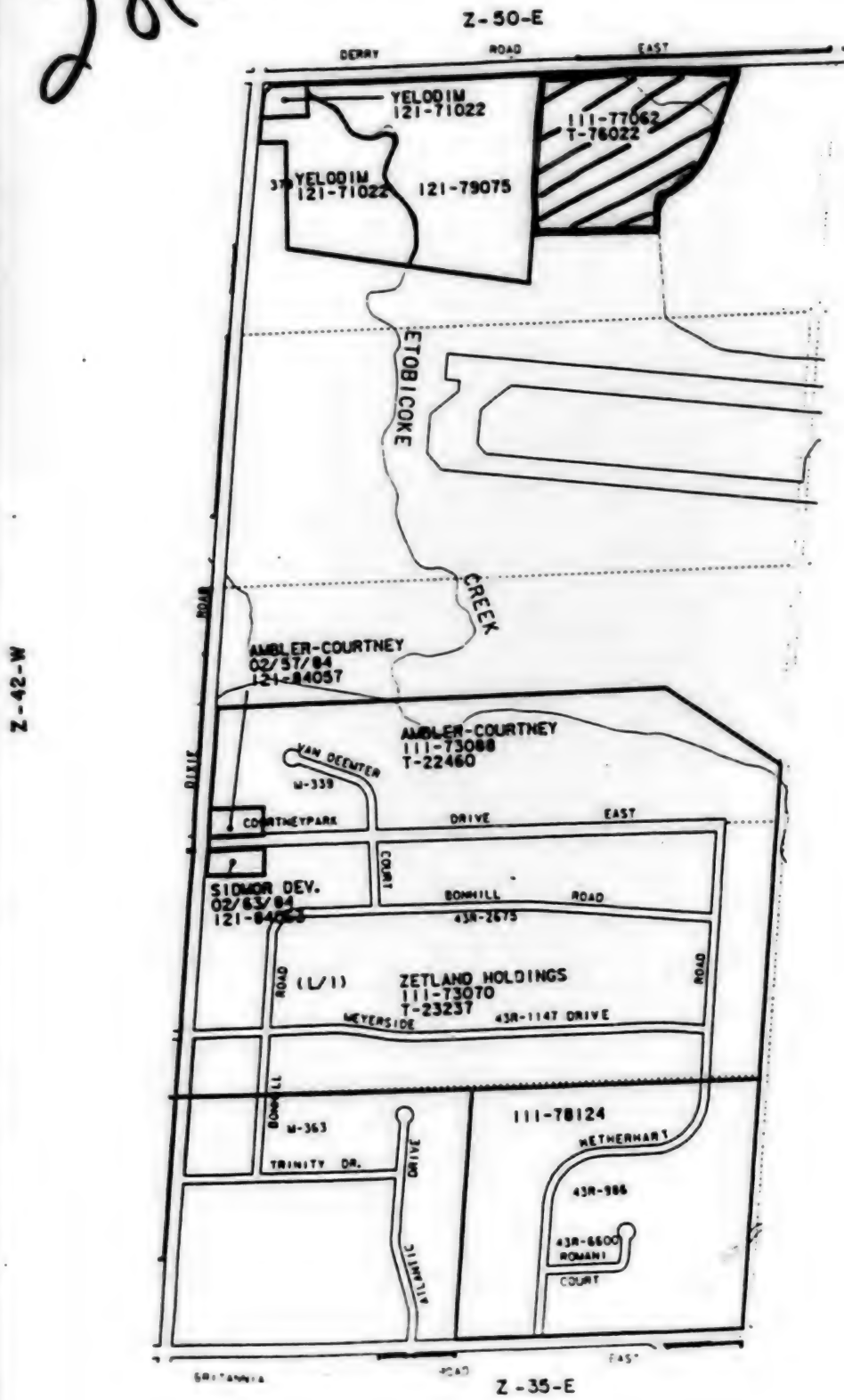
*OPT*  
OPT/gb

cc: Councillor McKechnie

*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works



28(a)





# City of Mississauga

## MEMORANDUM

FILES: 16 121 00045

29

To Chairman and Members of

From William P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Engineering and Works

February 5, 1987.

**FEB 18 1987**

OPERATIONS/WORKS

**SUBJECT:** Proposed Street Names  
Meadowvale Subdivisions T-86063, T-86065 and T-86096.

**SOURCE:** Engineering and Works.

**COMMENTS:** Markborough Properties Ltd. submitted the following names  
as proposed street names for the above noted subdivision:

Agency	Galaxy	Shamrock
Baltic	Incorporation	Southampton
Business	Milltower	St. Charles
Continental	National	St. James
Dividend	Officer	States
Financial	Presidential	Venture
	Research	

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and the following names were approved:

Agency	Officer
Baltic	Shamrock
Continental	States
Dividend	
Financial	
Milltower	

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

.....2

29(a)  
...2

RECOMMENDATION:

That Markborough Properties Ltd. be advised that the following names have been approved as street names for the Meadowvale Subdivisions T-86063, T-86065 and T-86096.

Agency	Milltower
Baltic	Officer
Continental	Shamrock
Dividend	States
Financial	

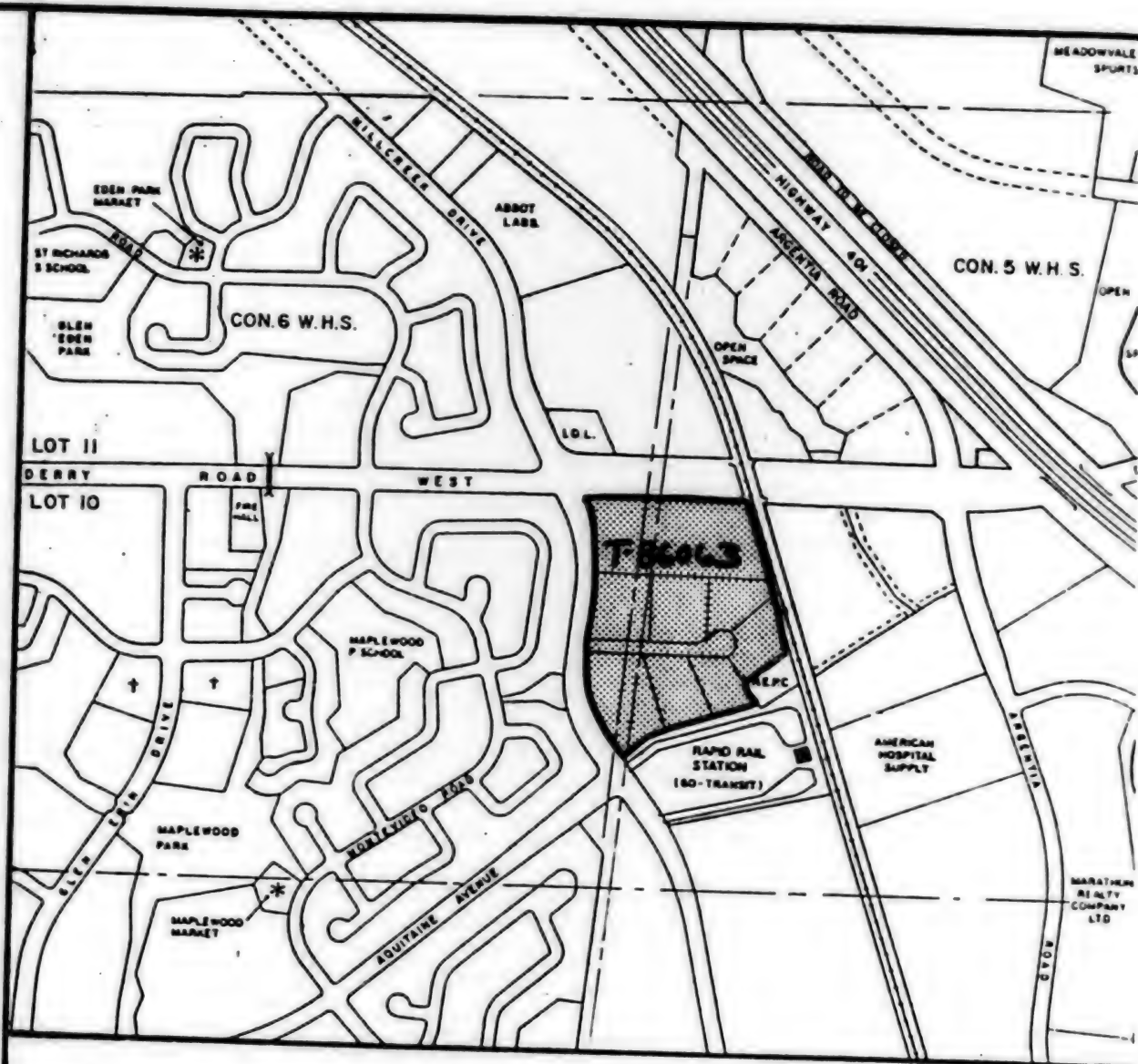
*WPT*  
WPT/gb

cc: Councillor Southorn

*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works



29th



KEY PLAN

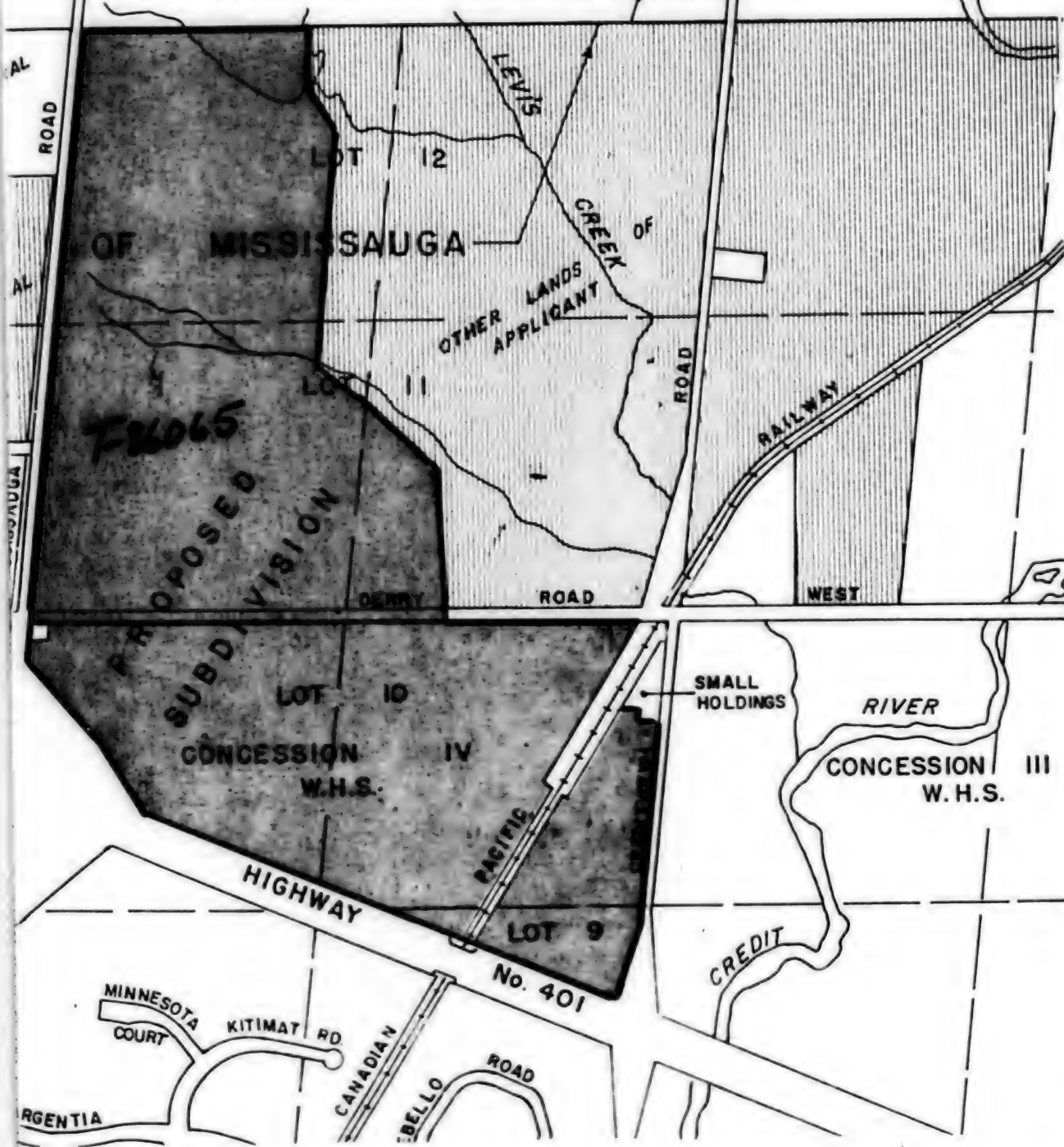
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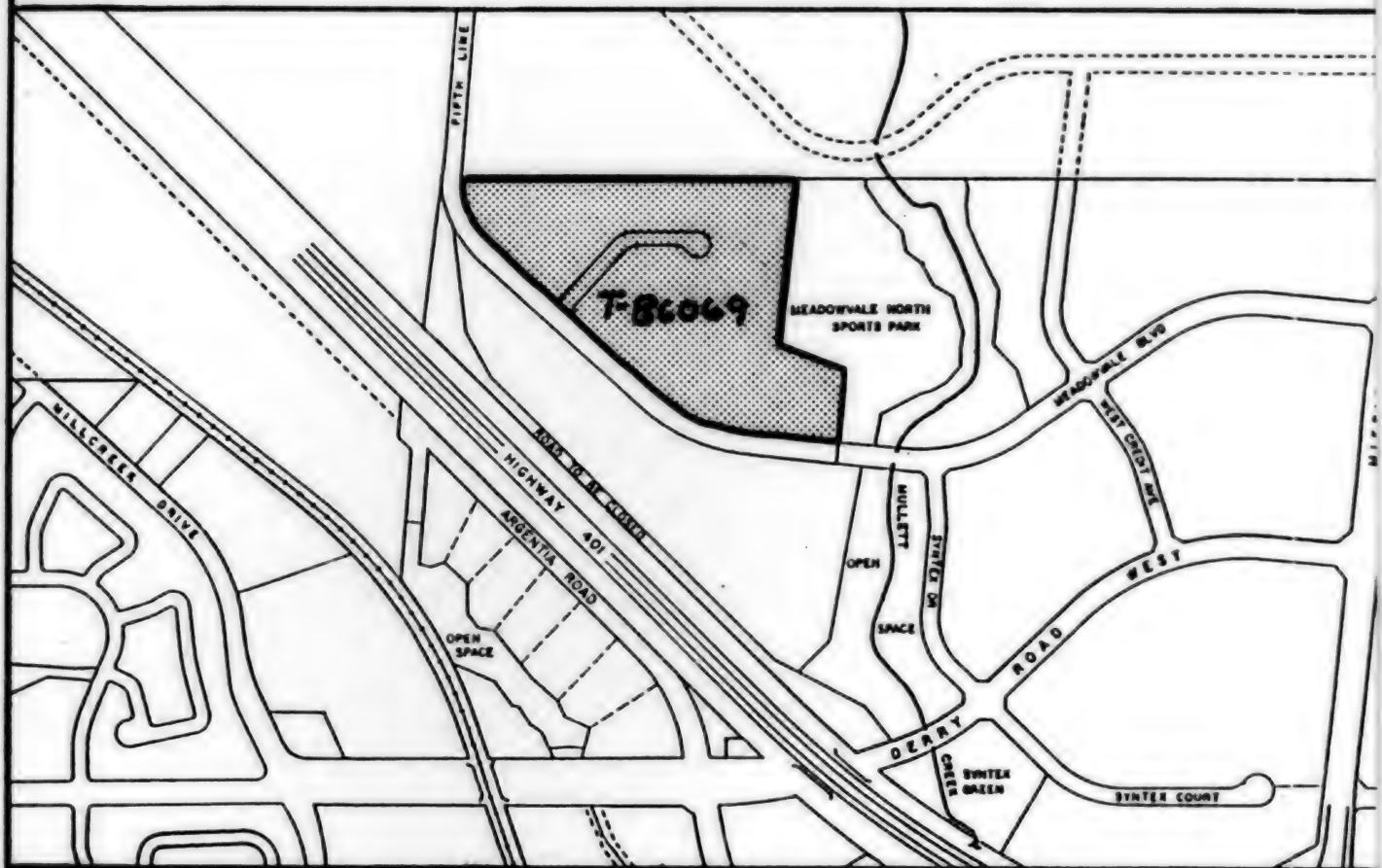
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CITY OF BRAMPTON

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2961



KEY PLAN

SCALE 1:10000



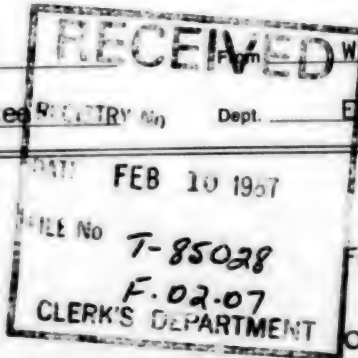


# City of Mississauga

## MEMORANDUM

FILES: 16 121 00045

To: Chairman and Members of  
Dept: Operations & Works Committee



From: William P. Taylor, P. Eng.

Dept: Engineering and Works

February 5, 1987.

FEB 18 1987

OPERATIONS/WORKS

SUBJECT: Proposed Street Names  
Central Erin Mills Neighbourhood 202A, 21T-85028.

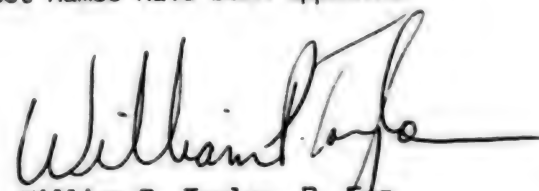
SOURCE: Engineering and Works

COMMENTS: J. Bousfield submitted the following names as proposed street names for the above noted subdivisions.

Royal Mills Court  
Royal Credit Gate  
Royal Credit Court

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and Royal Mills Court was approved and to prevent confusion only one of the two proposed Royal Credit street names was approved.

RECOMMENDATION: That J. Bousfield be advised that Royal Mills Court and one of the Royal Credit street names have been approved for subdivision T-85028.

  
William P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

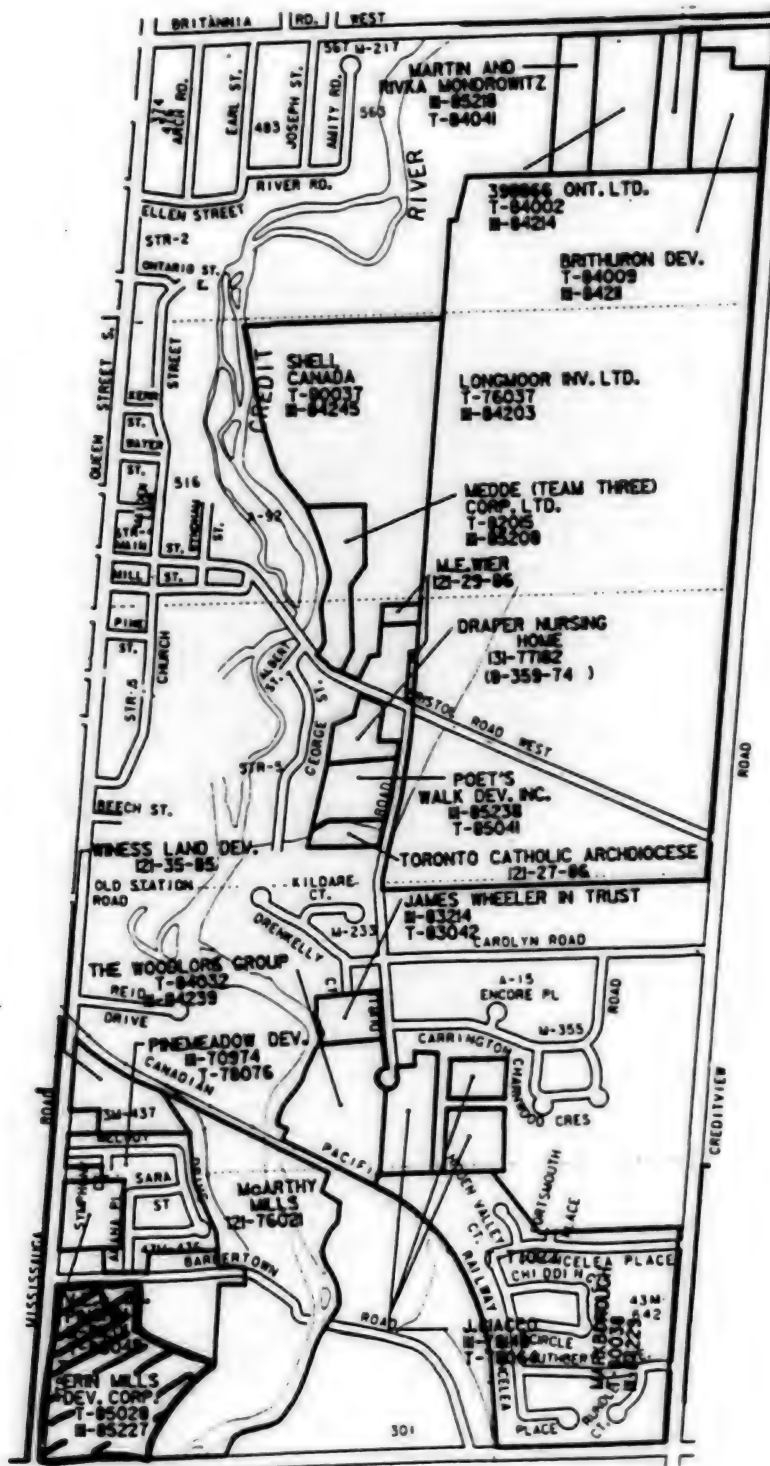


cc: Councillor Southorn

30(a)

Z-45-W

W. McTAVISH  
T-84012  
111-84215



Z-39-E

Z-38-E

Z-31

Z-30

Z-38-W



## City of Mississauga

### MEMORANDUM

To MAYOR AND MEMBERS OF

Dept. OPERATIONS & WORKS COMMITTEE

From

W.P. TAYLOR, P. ENG.  
COMMISSIONER OF  
ENGINEERING & WORKS  
L.W. STEWART, Q.C.  
CITY SOLICITOR

January 22, 1987

FILE No

1-07-01-02

2-07-0401

DEPARTMENT

OPERATIONS/WORKS FEB 18 1987

#### SUBJECT:

Letter November 3, 1986, Staff Inspector C.N. O'Toole, Peel Regional Police, re appointment of Animal Control Officers as Police Officers to enforce the Ontario Society for the Prevention to Cruelty to Animals Act. Report Request 321-86.

#### ORIGIN:

Engineering & Works and Legal Departments.

#### COMMENTS:

In a letter dated November 3, 1986, Staff Inspector C.N. O'Toole wrote to the Mayor and gave her copies of correspondence received from the Ontario Humane Society and advised her that the Police Department are unable to enforce the provisions of the Ontario Society for the Prevention of Cruelty to Animals Act (hereinafter called the "O.S.P.C.A. Act") and suggested that "the City Animal Control Officers" be "sworn in as Police Officers" and that they fall within Section 11(3) and would be in position to enforce the O.S.P.C.A. Act. It was also suggested in this letter that the City of Burlington was carrying out such a practice.

On December 6, 1986, Ruth Bancroft wrote to the Mayor and suggested that the Council "consider asking the Province of Ontario to give our excellent animal control staff the authority to handle all cases concerning animals".

The O.S.P.C.A. Act gives powers of enforcement of the Statute to every inspector and agent of the Society and Subsection 11(3) provides

"In any part of Ontario in which the Society or an affiliated society does not function, any police officer having jurisdiction in that part has and may exercise any of the powers of an inspector or agent of the Society under this Act."



31(a)

A police officer by definition is a person duly appointed under the Police Act and in the City of Mississauga such a person would be a member of the Peel Regional Police Force. There is no provision in the O.S.P.C.A. Act for a by-law enforcement officer or any City staff to be appointed for the purposes of enforcement of the O.S.P.C.A. Act.

In the City of Burlington certain of their animal control officers have been sworn in as special constables. These individuals enforce the provisions of Sections 400 and 404 of the Criminal Code which relates to cruelty to animals. However, these officers have not and cannot enforce the provisions of the O.S.P.C.A. Act.

The Ministry of the Solicitor General has indicated that they will not support any application for the appointment of special constables for any purpose. This municipality has tried in the past without success to have more special constables appointed for the purposes of enforcing the Public Vehicle Licensing By-laws. The government currently has a policy of restricting the appointment of special constables. The special constables appointed in the City of Burlington were appointed in 1974 and 1975 and no new constables have been appointed since 1975. The Ministry of the Solicitor General also advises that in jurisdictions where there is no Humane Society the local Police Force enforce the provisions of the O.S.P.C.A. Act.

In conclusion therefore, the by-law enforcement staff of the City of Mississauga have no legal powers to enforce the O.S.P.C.A. Act and would not obtain powers to enforce the provisions of Sections 400 and 404 of the Criminal Code. The Peel Regional Police have powers to enforce both the O.S.P.C.A. Act and Sections 400 and 404.

RECOMMENDATION:

1. That Staff Inspector C.N. O'Toole, Peel Regional Police Force, be advised that the City of Mississauga's By-law Enforcement staff cannot legally enforce the provisions of the O.S.P.C.A. Act.

31/10/71

- 3 -

2. The Peel Regional Police Force be asked to contact the Ministry of the Solicitor General to obtain more information on how the O.S.P.C.A. Act is enclosed in other jurisdictions in the Province of Ontario by local police forces.
3. That a copy of these recommendations and this report be forwarded to Mrs. Ruth Bancroft.

*William P. Taylor*

W.P. TAYLOR, P. ENG.  
COMMISSIONER OF ENGINEERING & WORKS

*L. W. Stewart*

L. W. STEWART, Q.C.  
CITY SOLICITOR.

*MP* MVM:mlk  
1018L

DOUGLAS K. BURROWS, B.A.  
Chief of Police



PEEL REGIONAL  
POLICE FORCE

P.O. BOX 7750  
7750 HURONTARIO ST.  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

November 3, 1986

Mayor H. McCallion  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario

Dear Mayor McCallion:

The attached letter from the Ontario Humane Society is self-explanatory, and basically explains that the Ontario Humane Society, in view of severe Government cut-backs, are unable to provide officers to deal with calls relating to neglected or ill-treated animals.

Using the authority of Section 11(3) of the Ontario Association for the Prevention of Cruelty to Animals Act, the Humane Society will advise complainants in most cases that they should refer their complaints to the Police Department having jurisdiction in the area of the complaint.

This option does present difficulty for the Police who are neither equipped nor trained to deal with animals. Inspector Rumley of this Office has discussed this matter with Mr. Len Addison of the City Animal Control Office and it appears that a practical way of dealing with the situation would be to have the City Animal Control Officers sworn in as Police Officers, and that way they fall within Section 11(3) and would be in a position to enforce the Act.

I am told that this is already the practice in the City of Burlington.

I enclose a letter from the OSPCA dated March 21, 1986 and also a copy of the Ontario Statute. I have highlighted Section 11(3).

Please feel free to contact me if there are any concerns relating to this issue.

Yours truly,

*C.N. O'Toole*  
Staff Inspector C.N. O'Toole  
Divisional Support Services

316)

Telephone: Area Code 416  
453-3311

Address all correspondence to  
The Chief of Police  
Referring to:

Our File No. ....

Your File No. ....

Attention of:

MAYOR'S OFFICE

NOV 6 1986

MAIL LOG: 5096

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L-07-01-021

L-07-04-01



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c. 99, s. 3.

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## CHAPTER 356

### Ontario Society for the Prevention of Cruelty to Animals Act

#### 1. In this Act,

Interpre-  
tation

(a) "animal" includes a domestic fowl or a bird that is kept  
as a pet;

(b) "Board" means the Animal Care Review Board;

(c) "distress" means the state of being in need of proper care,  
water, food or shelter or being injured, sick or in pain or  
suffering or being abused or subject to undue or  
unnecessary hardship, privation or neglect;

(d) "veterinarian" means a person registered under the *Vet-* R.S.O. 1980,  
*erinarians Act*. 1968-69, c. 89, s. 1. c. 322

2. The Ontario Society for the Prevention of Cruelty to Ani- Society  
mals, a body politic and corporate incorporated by *An Act to continued*  
*Incorporate the Ontario Society for the Prevention of Cruelty to 1919, c. 124*  
*Animals*, being chapter 124 of the Statutes of Ontario, 1919, is  
continued. 1955, c. 58, s. 2.

3. The object of the Society is to facilitate and provide for the Object  
prevention of cruelty to animals and their protection and relief  
therefrom. 1955, c. 58, s. 3.

4. The Society shall consist of class A members, being Membership  
affiliated societies, class B members, being individual members,  
and Class C members, being honorary members, and each class  
has such rights and obligations as the by-laws of the Society  
prescribe. 1955, c. 58, s. 4.

5. The affairs of the Society shall be controlled and managed Board of  
by a board of directors and by an executive committee, both of directors:  
which shall be composed and have such powers and duties as the executive  
by-laws of the Society prescribe. 1955, c. 58, s. 5. committee

6. The Society shall have such officers with such powers and Officers  
duties as the by-laws of the Society prescribe. 1955, c. 58, s. 6.

31(e)

## By-laws

7.—(1) The Society may pass such by-laws, not contrary to law, as it considers necessary for the control and management of its affairs and the carrying out of its object.

## approval

(2) No by-law of the Society is valid or shall be acted upon until it has been approved by a majority of the votes cast in accordance with the by-laws of the Society at an annual or special general meeting.

## annulment

(3) The Lieutenant Governor in Council may annul any by-law of the Society. 1955, c. 58, s. 7.

## Powers

## 8. The Society,

(a) may acquire and hold as purchasers, donees, devisees or legatees, or in any other capacity, any interest in real estate;

(b) may accept, receive and hold gifts, bequests or subscriptions of personal estate;

(c) may grant, lease, bargain for, mortgage, sell, assign or otherwise dispose of any of its real or personal estate;

(d) may erect, construct, equip and maintain such buildings and works as it considers advisable for its purposes; and

(e) may do all such other matters and things as it considers advisable for carrying out its object. 1955, c. 58, s. 8.

Exemption  
of property  
from  
taxation

9. The lands and buildings of the Society are exempt from taxation except for local improvements and school purposes so long as they are held, used and occupied for the purposes of the Society. 1955, c. 58, s. 9.

## Prohibition

10. No society, association or group of individuals, whether incorporated or unincorporated, that is established after the 30th day of May, 1955 shall profess to function as a society having for its object the welfare of or the prevention of cruelty to animals unless it is incorporated and becomes affiliated with the Society in accordance with the by-laws of the Society. 1955, c. 58, s. 10.

Inspectors  
and agents  
to have  
powers of  
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11.—(1) For the purposes of the enforcement of this or any other act or law in force in Ontario pertaining to the welfare of or the prevention of cruelty to animals, every inspector and agent of the Society has and may exercise any of the powers of a police officer.

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(2) Every inspector and agent of an affiliated society who has been approved by the Society may exercise any of the powers of an inspector or agent of the Society under this Act. Inspectors and agents of affiliates

(3) In any part of Ontario in which the Society or an affiliated society does not function, any police officer having jurisdiction in that part has and may exercise any of the powers of an inspector or agent of the Society under this Act. 1955, c. 58, s. 11. Local police powers

12.—(1) Where a justice of the peace is satisfied by information on oath in Form 1 that there are reasonable grounds for believing that there is in any building or place, other than a public place, an animal that is in distress, he may at any time issue a warrant in Form 2 under his hand authorizing an inspector or an agent of the Society named therein to enter therein either by himself or accompanied by a veterinarian and inspect the building or place and all animals found therein for the purpose of ascertaining whether there is therein any animal in distress. Search warrant

(2) Where an inspector or agent of the Society observes an animal in immediate distress, he may enter, without warrant, any premises, building or place other than a dwelling place either by himself or accompanied by a veterinarian for the purposes of subsections (3) and (5) and sections 13 and 14. Entry without warrant

(3) A veterinarian who has entered a building or place with an inspector or an agent of the Society may examine any animal in the building or place for the purpose of ascertaining whether the animal is in distress. Authority of veterinarian to inspect animals

(4) Every warrant issued under subsection (1) shall be executed between sunrise and sunset unless the justice by the warrant authorizes the inspector or an agent of the Society to execute it at night. When warrant to be executed

(5) Where an inspector or an agent of the Society has entered any building or place pursuant to this Act and finds therein an animal in distress he may, in addition to any other action he is authorized to take under this Act, supply the animal with food, care or treatment. 1968-69, c. 89, s. 2, *part*. Authority to supply necessities to animals

13.—(1) Where an inspector or an agent of the Society has reasonable grounds for believing that an animal is in distress and the owner or custodian of the animal is present or may be found promptly, the inspector or agent may order the owner or custodian to, Order to owner of animals, etc.

(a) take such action as may, in the opinion of the inspector or agent, be necessary to relieve the animal of its distress; or



31(g)

(b) have the animal examined and treated by a veterinarian at the expense of the owner or custodian.

Order to  
be in  
writing

(2) Every order under subsection (1) shall be in writing and shall have printed or written thereon the provisions of subsections 17 (1) and (2).

Service  
of order

(3) Every order under subsection (1) shall be served upon the owner or custodian personally or by registered mail addressed to the owner or custodian at his last known place of address.

Time for  
compliance  
with order

(4) Where an inspector or an agent of the Society makes an order under subsection (1), he shall specify in the order the time within which any action required by the order shall be performed.

Idem

(5) Every person who is served with an order under subsection (3) shall comply with the order in accordance with its terms until such time as it may be modified, confirmed or revoked and shall thereafter comply with the order as modified or confirmed.

Authority  
to enter  
building or  
place, etc.

(6) Where an order made under subsection (1) remains in force, an inspector or an agent of the Society may, for the purpose of determining whether the order has been complied with, enter without a warrant any building or place in which the animal is located and inspect the animal and the building or place where the animal is kept and if, in his opinion, the order has been complied with, he shall revoke the order by notice in writing served forthwith upon the owner or custodian in the manner prescribed for service of an order in subsection (3). 1968-69, c. 89, s. 2, part.

Taking  
possession  
of animal

14.—(1) An inspector or an agent of the Society may remove an animal from the building or place where it is and take possession thereof on behalf of the Society for the purpose of providing it with food, care or treatment to relieve its distress where,

(a) a veterinarian has examined the animal and has advised the inspector or agent in writing that the health and well-being of the animal necessitates its removal;

(b) the inspector or agent has inspected the animal and has reasonable grounds for believing that the animal is in distress and the owner or custodian of the animal is not present and cannot be found promptly; or

(c) an order respecting the animal has been made under section 13 and the order has not been complied with.

Destruction  
of animal

(2) An inspector or an agent of the Society may destroy an animal,

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Sec. 17 (1)

ONTARIO S.P.C.A.

Chap. 356

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(a) with the consent of the owner; or

(b) where a veterinarian has examined the animal and has advised the inspector or agent in writing that the animal is ill or injured and, in his opinion, is incapable of being so cured or healed as to live thereafter without suffering.

(3) Where an inspector or an agent of the Society has removed or destroyed an animal under subsection (1) he shall forthwith notify the owner or custodian of the animal, if known, of his action by notice in writing served upon the owner or custodian in the manner prescribed for service of an order in subsection 13 (3). 1968-69, c. 89, s. 2, part. Notice

15.—(1) Where an inspector or an agent of the Society has provided an animal with food, care or treatment, the Society may serve upon the owner or custodian of the animal a statement of account respecting the food, care or treatment by mailing the same by registered mail to the owner or custodian at his last known place of address and the owner or custodian is, subject to subsection 17 (6), thereupon liable for the amount specified in the statement of account. Liability of owner for expenses

(2) Where the owner or custodian refuses to pay an account for which he is liable under subsection (1) within five days after service of the statement of account or where the owner or custodian, after reasonable inquiry, cannot be found, the Society may sell or dispose of the animal and reimburse itself out of the proceeds, holding the balance in trust for the owner or other person entitled thereto. 1968-69, c. 89, s. 2, part. Power to sell

16.—(1) The board known as the Animal Care Review Board is continued and shall consist of not fewer than three persons who shall be appointed by the Lieutenant Governor in Council and shall hold office during pleasure. Board continued

(2) The Lieutenant Governor in Council may appoint one of the members of the Board as chairman and another of the members as vice-chairman. Chairman, vice-chairman

(3) A majority of the members of the Board constitutes a quorum. Quorum

(4) The members of the Board shall receive such remuneration and expenses as the Lieutenant Governor in Council determines. 1968-69, c. 89, s. 2, part. Remuneration of members

17.—(1) Where the owner or custodian of any animal considers himself aggrieved by an order made under subsection 13 (1) or by the removal of an animal under subsection 14 (1), he may, Appeal to Board

3/11/11

within five days of receiving notice of the order or removal, appeal against the order or request the return of the animal by notice in writing to the chairman of the Board.

Application  
for  
revocation  
of order

(2) Where, in the opinion of the owner or custodian of an animal in respect of which an order has been made, the animal has ceased to be in distress, the owner or custodian may apply to the Board to have the order revoked by notice in writing to the chairman of the Board.

Notice of  
hearing

(3) Within five days of the receipt of a notice under subsection (1) or (2), the chairman of the Board shall,

- (a) fix a time, date and place at which the Board will hear the matter; and
- (b) notify the Society and the person who issued the notice of the time, date and place fixed under clause (a) either personally or by registered mail addressed to the Society at its head office and to the person who issued the notice at his last known place of address.

Date of  
hearing

(4) The date fixed for a hearing shall be not more than ten days after the receipt of a notice under subsection (1) or (2).

Procedure  
at hearing

(5) At a hearing, the Society and the owner or custodian are entitled to hear the evidence, cross-examine, call witnesses, present argument and be represented by counsel or an agent.

Powers  
of Board

(6) After a hearing or, with the consent of the Society and the person who issued the notice under subsection (1) or (2), without a hearing, the Board may,

- (a) respecting an order made under subsection 13 (1), confirm, revoke or modify the order appealed against;
- (b) respecting the removal of an animal under subsection 14 (1), order that the animal be returned to the owner or custodian and may make an order in the same terms as an order may be made under subsection 13 (1); or
- (c) order that the whole or any part of the cost of complying with an order or providing food, care or treatment to an animal be paid by the Society.

Notice of  
decision

(7) Notice of the decision of the Board made under subsection (6), together with reasons in writing for its decision, shall be served forthwith upon the Society and the owner or custodian in the manner prescribed for service of a notice in subsection (3). 1968-69, c. 89, s. 2, *part*.



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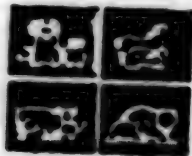
18.—(1) The Society or the owner or custodian may appeal the decision of the Board to a judge of the county or district court of the county or district in which the animal was at the time the order or seizure was made. Appeal

(2) The appeal shall be made by filing a notice of appeal with the clerk of the court and serving a copy thereof on the other parties before the Board within fifteen days after the notice of the Board's decision is served on the appellant under subsection 17 (7). Notice of appeal

(3) The appellant or any person served with notice of appeal may, upon at least two days notice to each of the other parties, apply to the judge to fix a date for the hearing of the appeal. Date of hearing

(4) The appeal shall be a hearing *de novo* and the judge may rescind, alter or confirm the decision of the Board and make such order as to costs as he considers appropriate, and the decision of the judge is final. 1968-69, c. 89, s. 2, *part*. Decision

19. No inspector or agent of the Society and no veterinarian or member of the Board is personally liable for anything done by him in good faith under or purporting to be under the authority of this Act. 1968-69, c. 89, s. 2, *part*. Inspector, etc., not personally liable



## ONTARIO HUMANE SOCIETY

Incorporated as "The Ontario Society for the Prevention of Cruelty to Animals"

3/16

445 King Street, Toronto, Ontario M5G 1K9  
Telephone: (416) 593-7122  
Telex: 44-1428

March 21, 1986

letter sent to Chairmen of Police Commissions

As a result of serious financial constraints and the cutback in Government support from the Department of the Solicitor General, it has become necessary to reduce the field services of the Society in order to allow the Society to operate within the approved budget.

We can no longer afford to maintain 'Agents' appointed under the Ontario S.P.C.A. Act, in different parts of Ontario. Under the circumstances, therefore, the Directors of the Society have decided that effective March 31, 1986, the appointments of all Agents in Ontario will be suspended.

At the present time, we have 70 Agents located in different parts of Ontario in areas other than major cities. As a result, we are able to respond to the many thousands of complaints we receive regarding the neglect of animals in contravention of the Criminal Code of Canada.

These Agents, many of whom are volunteers or semi-volunteers (although others are employees of the Society or Branches and Affiliated Societies) carry out preliminary investigations. They then follow up with an Order which has been approved and issued from this office under the authority of the Ontario S.P.C.A. Act, requiring the animal owner to take certain action. In addition, the Agents may be involved in removing animals from the possession of the owner, again in accordance with the authority of the Act. Finally, of course, they are frequently involved in charges brought by the Society under the Criminal Code.

Naturally, we regret this development very much indeed. It has taken the Society a number of years to build up a force of Agents. It was necessary to identify these men and women and then to spend a great deal of time training them. As a result, they are now skilled, experienced people, which is one of the reasons why we have a very high record of convictions against charges and very little reaction against the seizures.

Branches: East Algoma, Barrie, Brant County, Dryden, Durham Region, Elgin County, Huronia, Kenora & District, Kent County, Lennox County, Leeds & Grenville, Lennox & Addington, Midland, Muskoka District, North Peel, North York, Northumberland, Orillia, Oshawa, Oxford County, Perry Sound, Perth County, Prescott-Russell, Quinte, Hantrew County, Scarborough, South Peel, Stormont, Dundas & Gengarry, Tri-Town, Thunder Bay, York County, South West Region, Victoria County.

Affiliated Societies: Fort Erie S.P.C.A., Hamilton S.P.C.A., Kingston H.S., Kitchener - Waterloo H.S., Lincoln County H.S., London H.S., Niagara Falls H.S., Oshawa H.S., Ottawa - Carleton H.S., Peterborough H.S., Simcoe H.S., Sault Ste Marie S.P.C.A., Sudbury H.S., Toronto H.S., Welland H.S.

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- 2 -

We have asked the Government of Ontario, and in particular the Solicitor General, repeatedly, to recognize the costs incurred by the Society in enforcing those laws which protect animals and to make some reasonable contribution towards the cost of that enforcement work. So far we have been unable to persuade the Government that our needs are valid.

Effective April 1, 1986, therefore, the public will be advised that they should communicate their complaints to the local police force. In most of the rural areas of Ontario that will, of course, be the Ontario Provincial Police.

We will still retain, at least for the time being, the Inspectors of the Society. Some of these Inspectors have been laid off but we still have the capacity to respond to very serious cases of large-scale neglect and abuse which may involve the necessity of removing the animals for safe care.

May we draw your attention to Section 11(3) of the Ontario S.P.C.A. Act which clearly gives to a Police Constable the right to use the authority of the Act 'where the Society does not operate'. We realize that the majority of police officers have had no training in this specialized field and would find themselves in a difficult position if called upon to become involved in a serious case of abuse or neglect, particularly if it involved a large number of animals with commercial value, such as cattle or horses.

Should these instances occur the Society is ready and able to assist by sending trained and experienced Inspectors to the scene who are accustomed to doing this work. In addition, we have facilities for caring for those animals in different parts of Ontario and, in our experience, it is wiser, in fact essential, to hold any seized animals in secure circumstances and particularly where they can be guaranteed proper care. It is, generally speaking, a great mistake to simply ask a local farmer to care for seized large animals. Apart from the difficulty in finding anyone willing to do it (because of the disease factor which frequently exists in these cases), the individual concerned is very unlikely to be willing to take the risks that are involved in holding animals that have been seized in this way. Our experience over the years has shown that owners of animals that have been seized will frequently resort to violence in an attempt to recover their animals.

The best facilities for housing seized large animals are to be found at the Large Animal Rescue Centre in Newmarket, Ontario. There the Society has not only the proper physical facilities, but the trained staff, including a staff veterinarian, to care for the animals.

We should point out, however, that the police force which seizes the animals is responsible for the financial cost of housing those animals until such time as the legal ramifications of the action have been sorted out. For example, it may well be many months before seized animals can

(continued ....)



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be legally disposed of. First, the owner of the animals can appeal the seizure of the animals to the Animal Care Review Board. The Animal Care Review Board, although it has to meet within a certain number of days, rarely, if ever, hands down a judgment in the matter until, sometimes, weeks after the hearing has been held. That judgment can be appealed by either party to the Divisional Court and that frequently takes months. The ruling of the Divisional Court can be challenged by the lawyer for the owner of the animals, (although the Act states that the decision of the Court is final, it is a practice of defence lawyers to ask for a judicial review). These procedures can drag out a final decision for many, many months, even years. In the meantime, the animals have to be kept at great expense, and the chance of recovering that cost from the animal owner is generally very slim.

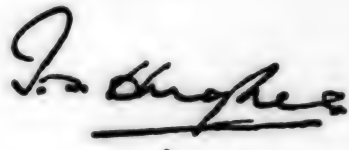
Under the circumstances, we thought it wise to warn you that this possibility does exist and, indeed, has occurred on more than one occasion when the Society has removed animals under the authority of the Act.

As you will notice from the Act, special forms have to be used to comply with the Act. We have a supply of these forms that can be used after being amended as necessary.

Naturally, we regret to have to take this drastic action, but until such time as the Government makes sufficient funds available, we have no choice but to cut back in the way we have indicated.

In spite of our reduced force, we will be glad to co-operate with you to the best of our ability at all times.

Yours truly,



T.I. Hughes  
President

TIH/sm

3/km



1357 Avonbridge Dr.,  
Mississauga, Ont.,  
Nov. 24, 1986.

Her Worship Mayor Hazel McCallion,  
City Hall,  
City Centre,  
Mississauga, Ont.,

Dear Mrs. McCallion:

For many months (since the Ontario Humane Society left in fact) I have been deeply concerned about cruelty complaints in Mississauga. The police are not interested in this type of service and really have more important crime issues to investigate than animal problems.

Investigations should be carried out by animal welfare personnel who are familiar with such situations and who have a deep interest in seeing that animal abuse and neglect is handled properly.

Some months ago I called the police about a dog which was in dire circumstances. The officer was very kind and we had an interesting conversation. He admitted that this was not something the police should be handling and I agreed most heartedly with him. There are cases of blatant cruelty which anyone could recognize but there are other more subtle forms of abuse and cruelty which should be handled by animal welfare people.

I feel very strongly that Len Addison and his staff, most of whom have come from Humane Societies, would be excellent to handle cruelty complaints. They work for the city but they have the expertise to serve the public in this capacity. I've known Len from Toronto Humane Society days and know most of his staff —they are a fine group of men and women.

I have approached Harold Kennedy about this problem, however it is a problem which must be addressed by you and all council members rather than one person. We would appreciate anything you could do toward setting up a meeting perhaps with people like Ruth Bancroft, Anne Doncaster and me or any others who would be interested. With winter coming on there are always more cruelty cases. Len Addison would be a most valuable addition if he could come!

Perhaps Mississauga could be the first city in Ontario in which the caring members of the Animal Control were given authority to investigate abuse and cruelty problems!

Sincerely yours,  
*Betty Hurson*  
(Mrs) Betty Hurson.

# National Animal Rights Association

P.O. Box No. 461, Port Credit Postal Station, Mississauga, Ontario L5G 4M1  
(416) 892-0094 392-2273

I-11

31(0)

December 1, 1986

Mayor David McCallion and Members of Council  
City of Mississauga  
100 City Centre Drive  
Mississauga, Ontario

DEC 15 1986

DEC 8 1986

L-07.04.01

Dear Mayor McCallion and Members of Council:

S.A. DATE DEC 17 1986

The National Animal Rights Association has become aware of a problem that we should like to bring to your attention. Now that the Ontario Humane Society is not providing inspectors in some areas of Ontario, including Mississauga, there is no trained authority to respond to cases of suspected animal neglect or cruelty.

As a result, I, and other members of our organization are receiving telephone calls about this situation. The public is in a difficult position in that they do not know where to turn. Although we can advise them to call the police, the proper alternative to the OHS, the police force has not received additional staff or training to deal with laws pertaining to animal abuse.

I believe that the Solicitor General's Office is responsible for enforcing the law and resolving this problem on a provincial basis. However, it is my understanding that, at least as an interim measure, the City of Mississauga can ask the Province to grant our animal control officers authority under the Provincial Offences Act to respond to complaints relating to the welfare of animals.

I think that Mr. Addison and his staff are qualified to assume these duties and therefore the National Animal Rights Association requests that Council ask the Province to grant our animal control officers the required authority as soon as possible.

Yours sincerely,

John Lancaster  
President

FORWARDED TO: A. McDONALD FOR A  
REPORT TO OPERATIONS & WORKS  
(Request for Report #222222) 5-21-96



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NOTED FOR REASONS OF LEGIBILITY/dp

L07.04.01

December 6, 1986

S.A. DATE DEC 17 1986

Ruth Bancroft (Mrs.)  
417 Orano Ave.  
Mississauga, Ont.  
L5G 2B8

Dear Mayor McCallion:

Now that we have no branch of the Ont. Humane Society in Mississauga, I am concerned because we have no one but the police to call in cases of abuse or neglect of animals.

I have been involved with animal welfare work for twenty years, and have often been called by people who were upset about the condition of an animal. When I was younger, I handled many of the cases myself, independent of the Humane Society. At other times I have called an Inspector.

One hesitates to call the police, because it seems so drastic and I feel that they are not trained or knowledgeable concerning animals. One would have to know what constitutes neglect or abuse in many different cases, including birds and many kinds of animals.

I am hoping sincerely that you will consider asking the Province of Ont. to give our excellent Animal Control staff the authority to handle all cases concerning animals. I feel sure that Mr. Len Addison with his knowledge and former experience could train people for the job.

It would be such a relief to know that there was someone to call!

Sincerely,

Ruth Bancroft.

! REFERRED TO: A. McDONALD FOR A  
! REPORT TO OPERATIONS & WORKS  
! (Request for Report ~~321-86~~)



# City of Mississauga

## MEMORANDUM

32

W.P. TAYLOR, P. ENG.  
COMMISSIONER OF ENG. & WORKS

To MAYOR AND MEMBERS OF

From

L.W. STEWART, Q.C.  
CITY SOLICITOR

Dept. OPERATIONS & WORKS COMMITTEE

Dept.

FEB 18 1987

January 28, 1987

OPERATIONS/WORKS

SUBJECT: Quit Claim Deed, 4360 Creditview Road.  
ORIGIN: Letter from Bruce Salvatore, solicitor for owner of 4360 Creditview Road, Mississauga.  
COMMENTS:

The solicitor for the owner of a 15.7 acre parcel located at 4360 Creditview Road has written to the Legal Department to seek assistance on a title problem. The easterly boundary of the property includes an unopened road allowance between two concession lots which is marked by a post and wire fence which has been in place since December 1941. The owners have occupied the road allowance for a period in excess of forty years.

The solicitor for the landowner is requesting the City to provide a quit claim deed of the road allowance to their client. The solicitor has been advised that even with the quit claim deed there may be legal impediments to his clear title. However, the solicitor is prepared to accept a quit claim.

From The Corporation's legal standpoint there is no difficulty with providing such a quit claim deed.

RECOMMENDATION: That a Quit Claim Deed be executed by The Corporation of the City of Mississauga to quit claim its right, title and interest in part of the Road Allowance between Lot 8, Range 5, North of Dundas Street, and Lot 23, Concession 2, North of Dundas Street, City of Mississauga.

*William P. Taylor*  
W.P. TAYLOR, P. ENG.  
COMMISSIONER OF ENGINEERING AND WORKS

*L.W. Stewart*  
L. W. STEWART, Q.C.  
CITY SOLICITOR.

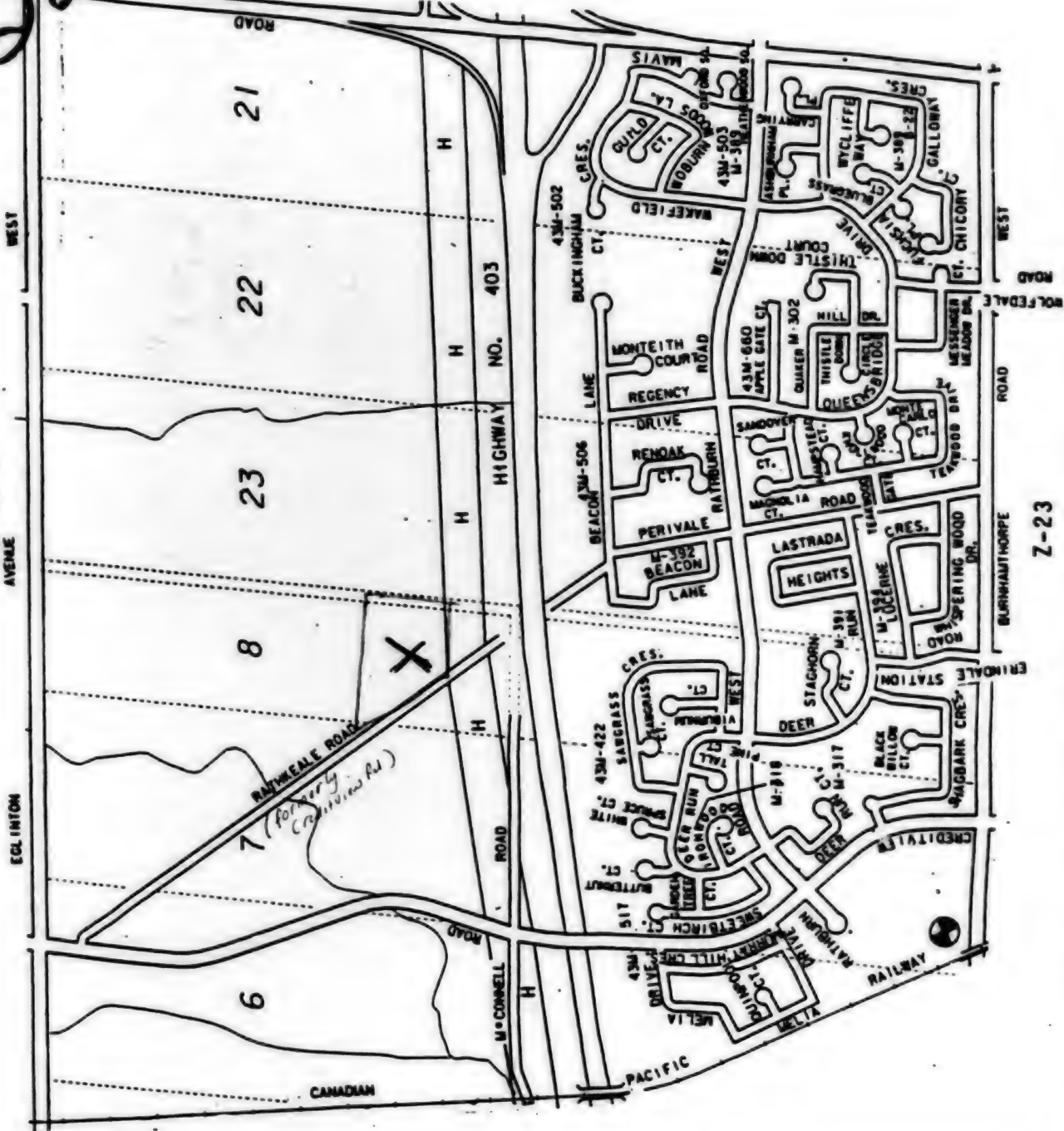
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# City of Mississauga

## MEMORANDUM

33

RECEIVED

To	OPERATIONS AND WORKS	From	W. H. Munden, C.M.A.
Dept.	COMMITTEE	Dept.	Finance
DATE		FEB 2, 1987	
FILE No		6.06 68.02	
January 26, 1987.		OPERATIONS/WORKS FEB 18 1987	

SUBJECT:

FINANCING OF SAWMILL CREEK WATERCOURSE IMPROVEMENT WORKS IN CENTRAL ERIN MILLS NEIGHBORHOOD 210/211 (NORTH OF HIGHWAY 403 BETWEEN ERIN MILLS PARKWAY AND WINSTON CHURCHILL BOULEVARD)

ORIGIN:

Operations And Works Committee  
Report Request # 293-86

COMMENTS:

Operations and Works Committee, at its October 1, 1986 meeting, considered a report from the Commissioner of Engineering and Works recommending the approval of a \$400,000 watercourse improvement on the Sawmill Creek in Central Erin Mills.

Financing for the project was to be provided from development levy funds reallocated from several prior years' drainage improvement projects. The financing for these projects had been Old John Doe, New John Doe, and Major Watercourse Improvement development levies.

Operations and Works Committee approved the report but raised questions about the appropriateness of using "John Doe" development levies to finance a project in a "Big Three" area.

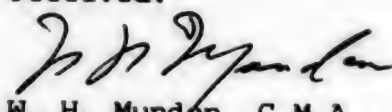
33(a)

- 2 -

There are two reasons why it is appropriate to finance the project in this way. First, all development in the new residential districts of Lisgar, Erin Mills West, Central Erin Mills, East Credit, and Hurontario is being carried out under the City's Development Levy Policy (New John Doe). Hence, all these areas, including the subdivision bordering this section of the Sawmill Creek, are New John Doe areas, and the old distinction between Big Three and John Doe developers is no longer relevant. Second, the City's development levy is based on the City-wide, long-run, average cost of servicing development. It has always been the City's practice to pool all John Doe development levy receipts and to allocate those funds through the annual capital budget process to the highest priority growth-related projects across all the developing areas. This approach permits greater flexibility in responding to changing development patterns, and allows projects to be carried out earlier than would be possible if the use of development levies was confined to the immediate area where they were paid.

RECOMMENDATION:

That the report of the Commissioner of Finance and Treasurer dated January 26, 1987, on the financing of the Sawmill Creek watercourse improvement in Central Erin Mills Neighborhood 210/211 be received.



W. H. Munden, C.M.A.,  
Commissioner of Finance and  
Treasurer.

RS/

c.c. D. Lychak



# City of Mississauga

## MEMORANDUM

FILE : 11 141 00045  
16 111 84220

33(h)

To: The Chairman and Members of  
Dept: Operations and Works Committee

From: William P. Taylor, P.Eng.,  
Dept: Commissioner, Engineering

September 23, 1986

OPERATIONS/WORKS **OCT 1 1986**

**SUBJECT :**

Erin Mills Nhd 210/211  
T-83030 - North of Highway 403 between Erin Mills Parkway  
and Winston Churchill Blvd now M-685  
Sawmill Creek - West Branch, Levy Credits.

**ORIGIN :**

Request from Proctor & Redfern Group on behalf of Erin  
Mills Developments.

**COMMENTS :**

The west branch of the Sawmill Creek between Highway 403  
and Winston Churchill Blvd must be improved to service  
lands west of Winston Churchill Blvd. This section of  
creek is scheduled to be reconstructed by the City using  
Major Watercourse Improvement Levy funds at a future  
date. In the interim, 27 lots (lots 39 - 65) backing  
onto the west branch of the Sawmill Creek are frozen  
until such time as the channel construction is completed.

A total of \$400,000.00 is available in our Storm Sewer  
and Oversizing Account of the Capital Budget for this  
work. In order to expedite the project and to allow an  
early tender call, Proctor & Redfern, the consultants for  
Erin Mills, will do the design and the construction  
supervision. In addition, Erin Mills Developments will  
pay any costs for construction in excess of our  
\$400,000.00 budget amount.

With the above guarantees and after the contract has been  
let, Building Permits could be released on lots 39 to 65  
with the assurance that the channel will have been  
constructed prior to occupancy.

**RECOMMENDATION :**

1.

- a) That \$71,000.00 be returned to the unallocated  
balance of the Major Watercourse Improvement Reserve  
Fund from the 1980 Storm Sewer Oversizing Project  
(P.N. #80-960) and that this project be closed.
- b) That \$24,874.00 be returned to the unallocated  
balance of the Major Watercourse Improvement  
Reserve Fund from the 1982 Relief Storm Sewer  
Oversizing Project (P.N. #82-928) and that this  
project be closed.

RECEIVED

REGISTRY No. 7708

DATE SEP 24 1986

FILE No. 0.06 685.02

CITY OF MISSISSAUGA



3316

SUBJECT : Erin Mills Nhd 210/211  
T-83030 - North of Highway 403 between Erin Mills Parkway  
and Winston Churchill Blvd now M-685  
Sawmill Creek - West Branch, Levy Credits.

RECOMMENDATIONS:

1.
  - c) That \$4,675.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1983 Storm Sewer Oversizing Project (P.N. #83-942) and that this project be closed.
  - d) That \$250,000.00 be returned to the unallocated balance of the Old John Doe Reserve Fund from the 1984 Storm Sewer Oversizing Project (P.N. #84-904).
  - e) That \$49,451.00 be returned to the unallocated balance of the New John Doe Reserve Fund from the 1985 Storm Sewer Oversizing Project (P.N. #85-903).
2.
  - a) That \$95,874.00 be allocated from the Major Watercourse Improvement to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).
  - b) That \$254,675.00 be allocated from the Old John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).
  - c) That \$49,451.00 be allocated from the New John Doe Reserve Fund to the construction of the West Branch of Sawmill Creek between Winston Churchill Blvd and the 403 (P.N. #84-220).
3. that the necessary funding by-laws for the authorization of these transfers be enacted.
4. That once a contract for the construction of the West Branch of the Sawmill Creek between Winston Churchill Blvd and Highway 403 has been let by the City, the Servicing Agreement dated November 28, 1985, be amended to delete the Building Permit restriction on Lots 39 to 65 inclusive.

continued ...

23(d)

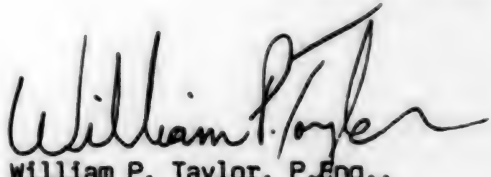
SUBJECT :

Erin Mills Nhd 210/211  
T-83030 - North of Highway 403 between Erin Mills Parkway  
and Winston Churchill Blvd now M-685  
Sawmill Creek - West Branch, Levy Credits.

RECOMMENDATIONS:

5.

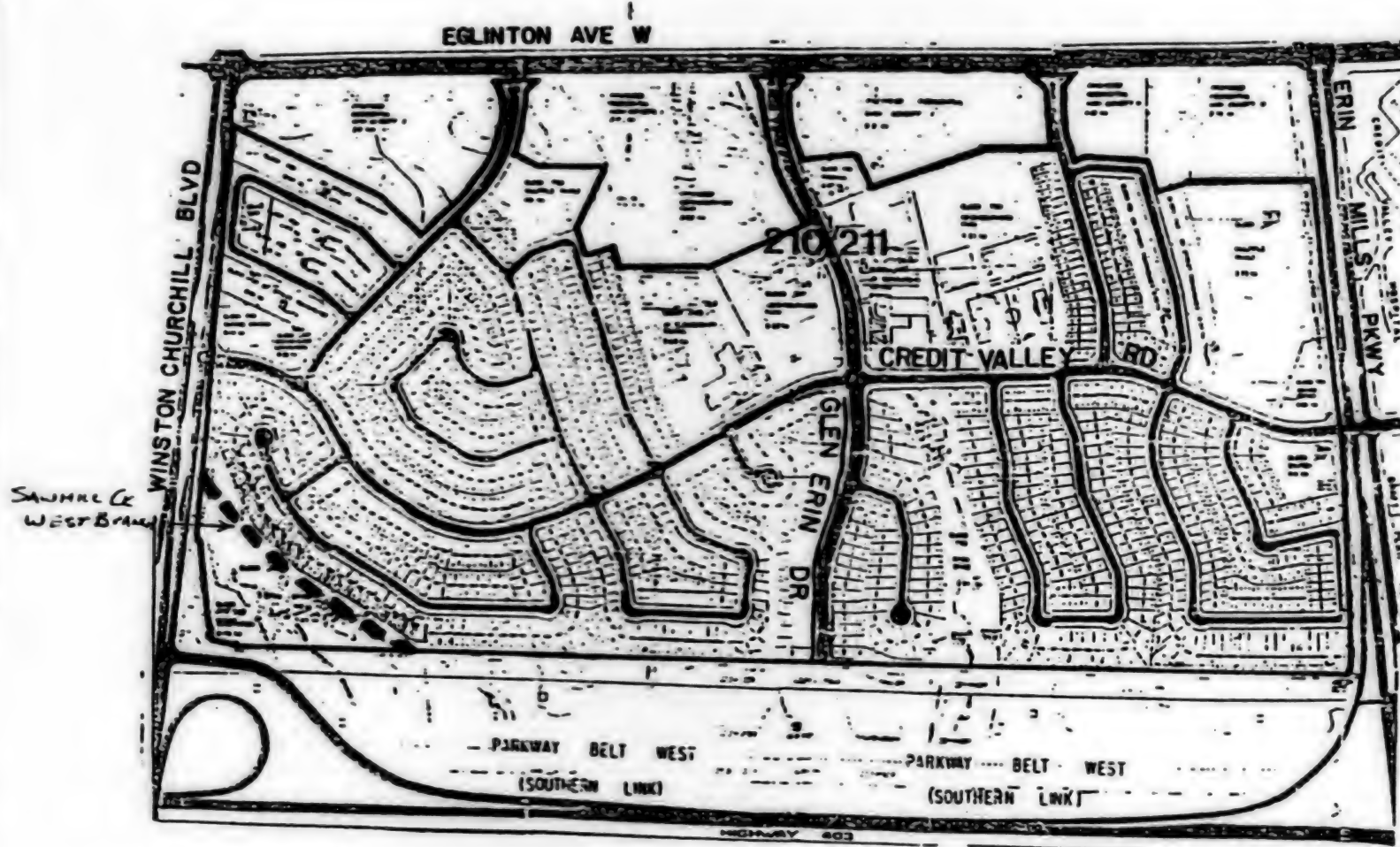
That the Erin Mills Development Corp. agree to pay any  
City costs in excess of the \$400,000.00 budget amount  
prior to letting a tender for the work.

  
William P. Taylor, P. Eng.,  
Commissioner,  
Engineering and Works Department

cc : D. Lychak  
D.A.R. Ogilvie

RGC:jb

0362E/22E



210/211

— AREA OF SUBJECT LANDS



SUBJECT - DRAFT PLAN OF SUBDIVISION 21T83030M

APPLICANT - THE ERIN MILLS DEVELOPMENT CORPORATION

MUNICIPALITY OF  
MISSISSAUGA

SCHEDULE B

MJB 823109

REGION OF PEEL PLANNING DEPARTMENT

P. 40-114



CITY OF MISSISSAUGA  
PLANNING AND BUILDING DEPARTMENT

ITEM:  
FILE: General  
DATE: February 18, 1987

34

FEB 18 1987

TO OPERATIONS/WORKS  
Chairman and Members of the Operations and Works Committee

FROM R.G.B. Edmunds, Commissioner of Planning and Building

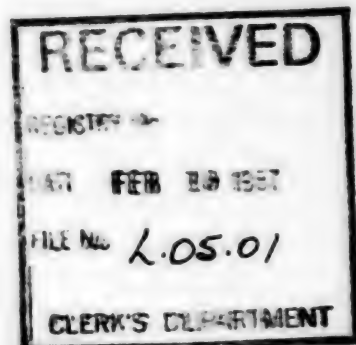
SUBJECT Report Request No. 104-86  
Fencing Policy

ORIGIN Request from Councillor P. Mullin, via City Council, for a report on fencing policies.

COMMENTS

When assessing the fencing requirements for land development proposals reference is made to the Council-approved standards in the Subdivision and Landscape Approval Manuals, as follows:

- 1) All fencing required for screening must be 1.83m (6 ft.) high and a solid screen type with no visual openings.
- 2) Special detailing of the fence, e.g. masonry pillars and wall, must be provided:
  - a) adjacent to municipal street intersections, and
  - b) to break up long extents of fencing adjacent to municipal streets.
- 3) Fencing is assessed individually and on its own design merit.
- 4) The design and type of fencing must be coordinated with any adjacent subdivision fencing in the area.
- 5) Fencing will be superseded should a noise barrier be required; however, this will still be subject to the requirements outlined in items 2, 3, and 4.



34(a)

-2-

ITEM:  
FILE: General  
DATE: February 18, 1987

- 6) The grades of the rear yard of a lot should not be higher than the 1.83 (6 ft.) high solid screen fence to ensure privacy for the homeowner.
- 7) The following technical requirements for fencing must be included for durability and future aesthetics of the fence.

#### WOOD FENCING

Acceptable wood types are No. 1 Grade cedar and pressure treated Jack Pine.

Use wood identified with a grading stamp of C.L.S. certified agency.

Use wood with a moisture content of less than 19% at time of installation.

Requirement for pressure treatment of Jack Pine.

- a) Treat posts with chromated copper arsenate (C.C.A.) preservation to retention of 6.4 kg/cubic metre.
- b) Treat boards and sheathing with C.C.A. preservative to a retention of 4.0 kg/cubic metre.

#### FASTENERS

Fasteners are to be non-corrosive (i.e. galvanized rail hangers or brackets). Toe nailing, galvanized staples and grooved railings are not permissible.

Use nails conforming to C.S.A. Standard B11.

Hot dip galvanized nails, bolts and lag screws in conformance with C.S.A. Standard G164.

#### CHAIN LINK FENCING

Black vinyl chain link fencing is to be detailed and installed in a manner conforming with the Recreation and Parks Department Standard Chain Link Fence Detail.

-3-

ITEM:  
FILE: General  
DATE: February 18, 1987

34(h)

Galvanized chain link fencing is to be detailed and installed in a manner conforming with the Engineering and Works Department Standard Chain Link Fence Detail.

#### PRE-CAST CONCRETE FENCING

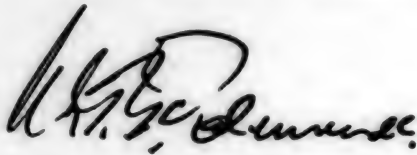
Pre-Cast Concrete Fencing is to be designed and certified by a Structural Engineer. The color and pattern will be assessed individually and on its' own design merits.

As the fencing industry introduces new designs and technology beyond that covered by the City Standards, submissions are reviewed on their merits; however, the basic principles of City Standards (heights, relationship with surroundings, quality of materials, etc.) are recognized.

Besides the prescribed standards, there is also a City "Fence By-law" which controls such matters as: fence heights related to various land uses, residential privacy areas, and proximity to street lines; fences with hazardous materials; and maintenance requirements.

#### RECOMMENDATIONS

That the Planning and Building Department report on Fencing Policy dated February 18, 1987, be received.



R. G. B. Edmunds  
Commissioner of Planning and Building

3841a/0477a





## City of Mississauga

### MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

January 14, 1987.

OPERATIONS/WORKS FEB 18 1987

LADIES AND GENTLEMEN:

**SUBJECT:**

Request for permanent easement by Hydro Mississauga on closed out part of Crombie Road closed by By-law 90-86, Part 2, Plan 43R-13067, File: E.02.02.02.19.

**ORIGIN:**

Letter from Hydro Mississauga of December 19, 1986.

**COMMENTS:**

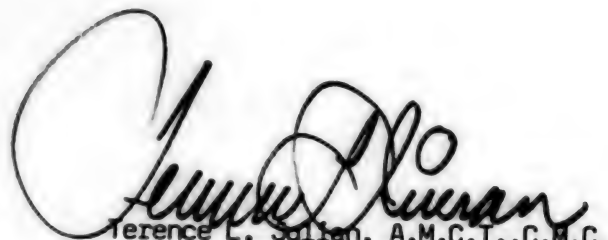
Hydro Mississauga has requested the City to grant a permanent easement for their electrical distribution facility over the closed out part of Crombie Road by By-law 90-86 south of Wedmore Way described as Part 2 on Plan 43R-13067.

The City's Engineering Department has reviewed the request and are in favour of granting the easement.


**RECOMMENDATION:**

That a By-law be enacted authorizing execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of Crombie Road closed by By-law 90-86 south of Wedmore Way described as Part 2 on Plan 43R-13067.

*PJS/cl*  
PJS/cl

  
Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk

35(a)



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**

Grant of Easement to Hydro  
Mississauga, Closed out part of  
Crombie Road, Part 2, PL 43R-13067

**FILE No.E.02.02.02 19**



36

## City of Mississauga

### MEMORANDUM

To Operations and Works Committee  
Dept. \_\_\_\_\_

From Terence L. Julian  
Dept. Clerk's Department

January 7, 1987.

OPERATIONS/WORKS FEB 18 1987

LADIES AND GENTLEMEN:

SUBJECT: Storm Sewer Easement for William Street improvement project (Streetsville District) Peel Board of Education - Dolphin Public School, Part 1, Plan 43R-13893, File: J.05.85016.

ORIGIN: Engineering project for the widening and improvement of William Street in the Streetsville District.


COMMENTS: In connection with the William Street reconstruction, the City acquired from the Peel Board of Education, a 7 m (23 Ft.) wide storm sewer easement (Part 1, Plan 43R-13893).

In exchange for the easement, the City agreed to convey to the Peel Board of Education a parcel of land described as Part 2 on Plan 43R-13893. The property comprises an area of 0.1796 ha (approximately 19,000 sq ft.) and has been occupied by the Board since the construction of Dolphin Public School. The conveyance to the School Board will be subject to the retention of a blanket easement in favour of the City for a storm sewer and the Region of Peel for a watermain.

RECOMMENDATION: (1) That a By-law be passed authorizing execution of a Deed of Conveyance to the Peel Board of Education over part of the East Half of Lot 5, Concession 5 West of Hurontario Street described as Part 2 on Reference Plan 43R-13893 subject to the retention of an easement in favour of The City of Mississauga.

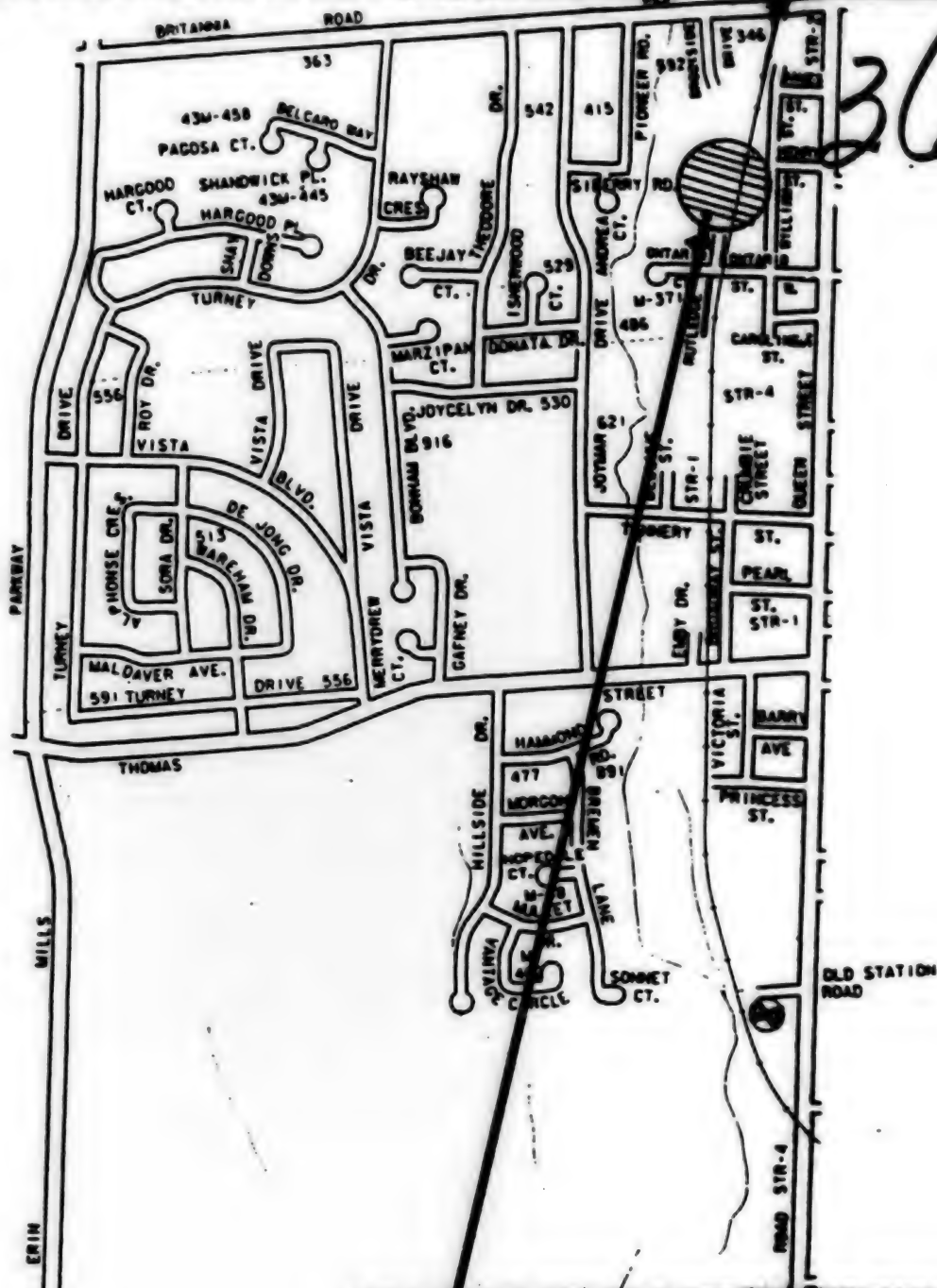
(2) That a By-law be passed authorizing execution of an Easement Agreement in favour of the Regional Municipality of Peel over part of the East Half of Lot 5 Concession 5 West of Hurontario Street described as Part 2 on Reference Plan 43R-13893.

PJS/cl

  
Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk



Z-39-W



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**



Conveyance to Peel Board of Education  
Dolphin Public School, Part 2, Plan  
43R-13893

**FILE No. J.05.85016**



City of Mississauga

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

January 28, 1987.

OPERATIONS/WORKS FEB 18 1987

LADIES AND GENTLEMEN:

SUBJECT: Heritage Hills Subdivision, Registered Plan 43M-728, formerly Plan File T-84024, Easement from Ontario Hydro, Parts 1 to 9, incl., Plan 43R-13792. File: B.06.728.06

ORIGIN: Consolidated Planning Report dated September 20, 1985.

COMMENTS: To undertake the servicing for the Heritage Hills Subdivision (Plan 43M-728 and 729), it is necessary for the City to acquire an external easement from Ontario Hydro. The easement is for the purpose of constructing and maintaining a storm drainage channel. The location of the easement has been reviewed and approved by the Engineering Department.

The cost of the permanent esement is \$2,664.50 which funding for the acquisition will be at the developer's expense.

RECOMMENDATION: That a By-law be passed authorizing the execution of the conveyance of easement by the City of Mississauga from Ontario Hydro over Part of Lot 20, Concession 2, North of Dundas Street, further described as Parts 1 to 9, inclusive, on deposited Reference Plan 43R-13792.

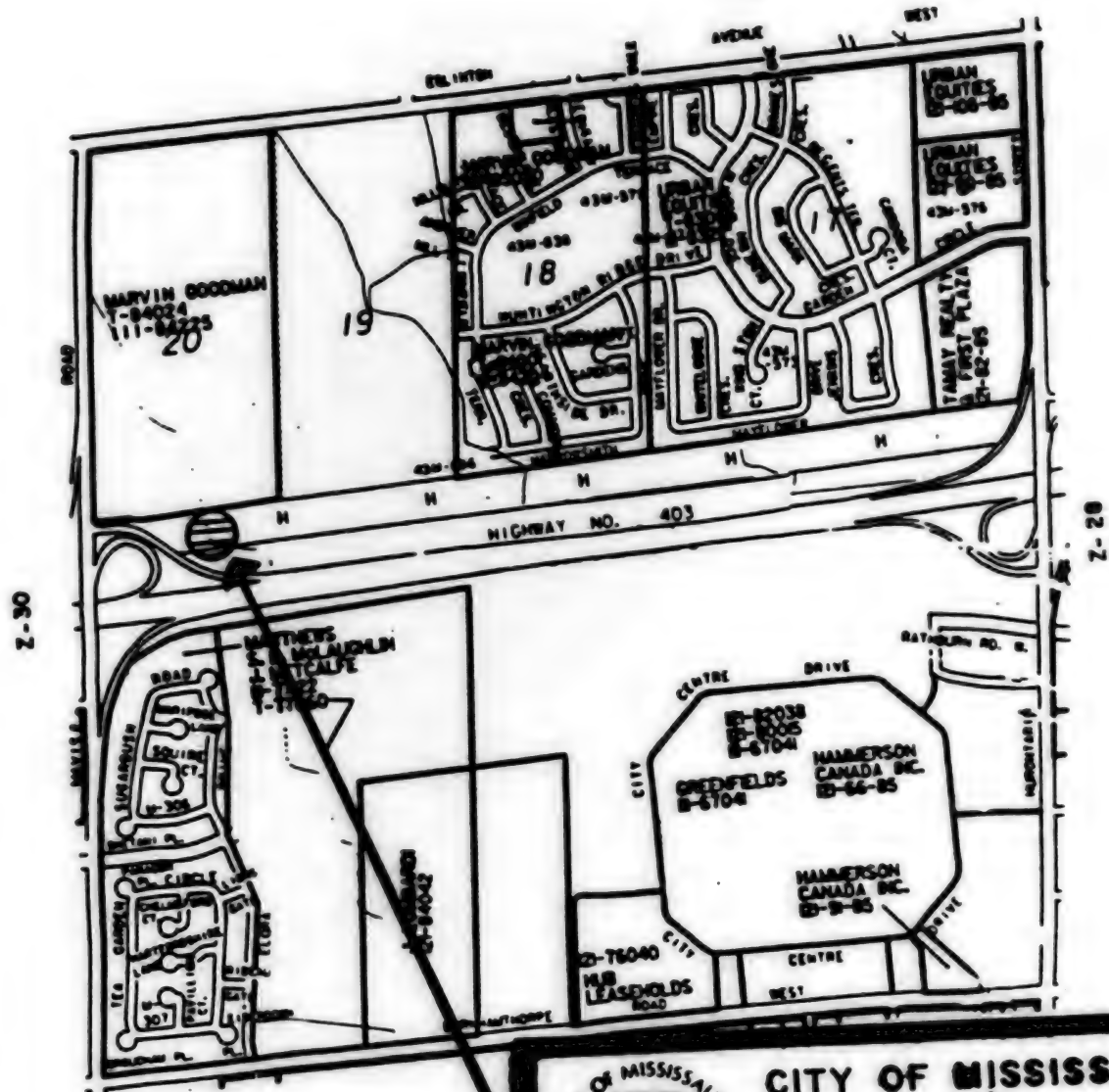
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

PJS:le

Z-37-W

Z-37-E

37(a)



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**

Ontario Hydro Easement in favour of  
the City to service Heritage Hills  
Subdivision, Parts 1 to 9, inclusive,  
Plan 43R-13792

**FILE No. B.06.728.06**





38

## City of Mississauga

### MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

January 28, 1987

OPERATIONS **FEB 18 1987**

LADIES AND GENTLEMEN:

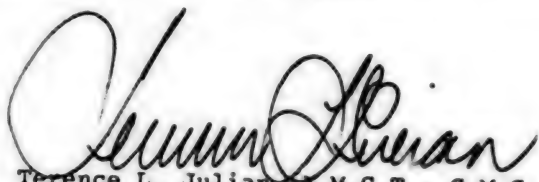
**SUBJECT:** Easement for septic tile bed in favour of Kemper, Part of Lot 3, Range 2, South of Dundas Street, Part 1, Plan 43R-14125. File: E.02.02.02.20

**ORIGIN:** City sale to Kemper, Part of Blythe Road closed by By-law 965-86, Agreement of Purchase and Sale under By-law 856-86.

**COMMENTS:** As a result of the closure of part of Blythe Road and the sale thereof to Mr. and Mrs. Kemper, they will require an easement from the City to accommodate the emplacement of a septic tile bed to service the proposed house scheduled to be built in the Spring of 1987.

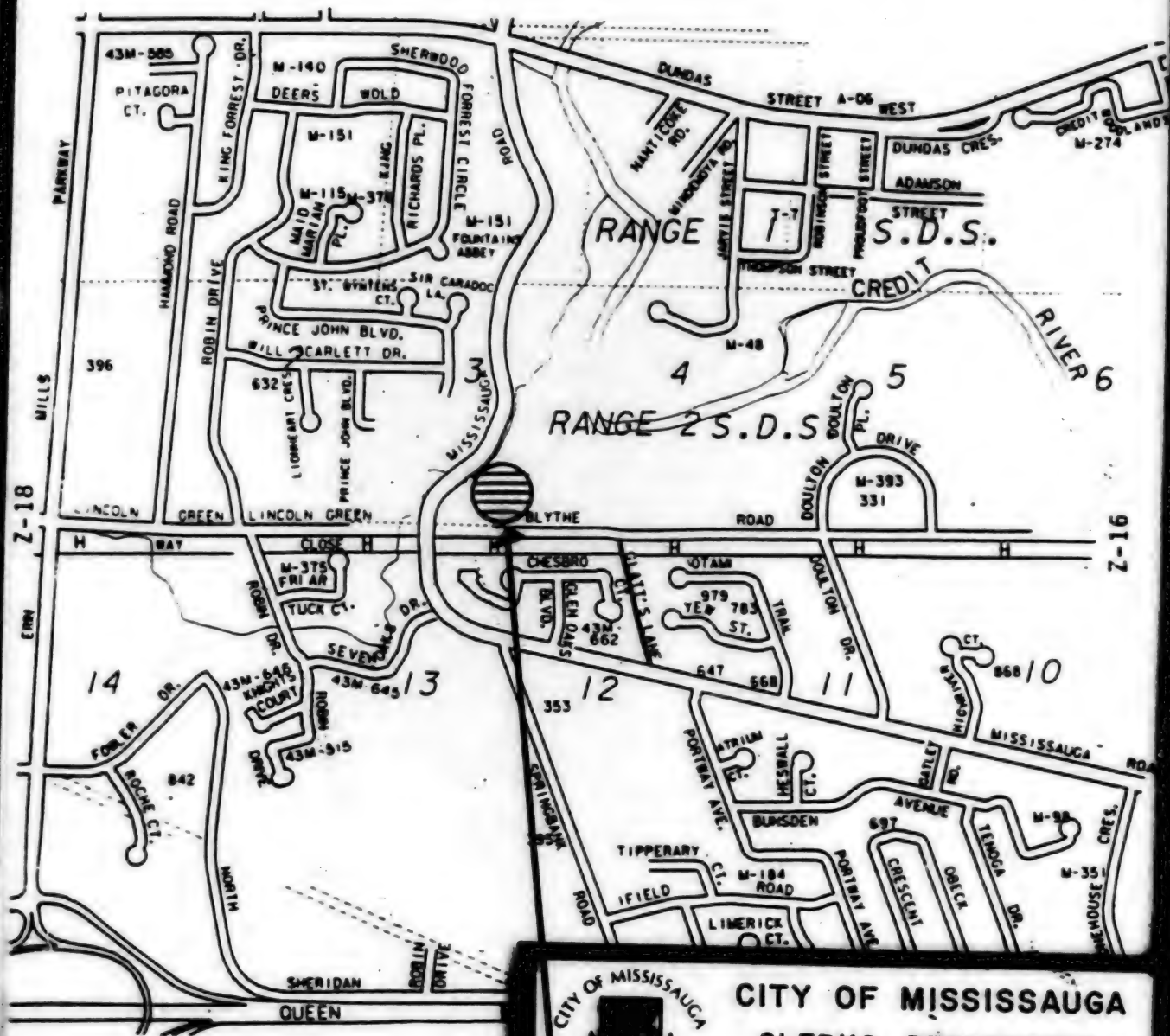
The location of the easement has been reviewed and approved by the Engineering Department and the Environmental Division of the Planning Department.

**RECOMMENDATION:** That a By-law be enacted authorizing the execution of an Easement in favour of William and Lola Kemper for a septic tile bed over Part of Lot 3, Range 2, South of Dundas Street, Part 1, Plan 43R-14125.

  
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

  
PJS/le

38(a)



**CITY OF MISSISSAUGA**  
**CLERKS DEPARTMENT**  
**REALTY SERVICES**



Easement in Favour of William and  
Lola Kemper, Part 1, Plan 43R-14125

**FILE No.E.02.02.02.20**



39

## City of Mississauga

### MEMORANDUM

To Operations and Works Committee From Terence L. Julian  
Dept. \_\_\_\_\_ Dept. City Clerk

February 6, 1987.

LADIES AND GENTLEMEN:

OPERATIONS WORKS FEB 18 1987

SUBJECT: Partial Closure of Perivale Road north of Beacon Lane,  
Heritage Oaks Investments Inc., Registered Plan 43M-506,  
File: B.06.506.02

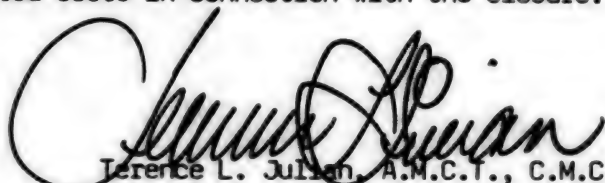
ORIGIN: Schedule 'D-1' of the Servicing Agreement for Registered  
Plan 43M-506

COMMENTS: In accordance with the Servicing Agreement for Registered  
plan 43M-506, the developer, Heritage Oaks Investments  
Inc., is responsible for the closure of Perivale Road,  
north of Beacon Lane.

Consistent with these requirements, the City's Parks  
Department has accepted cash-in-lieu from the developer  
for the performance of the required landscaping works  
contained within the proposed closed out part of Perivale  
Road and will be tendering a contract for the performance  
of these works. The closed out part of Perivale Road is  
to be retained by the City to provide access to the 30m  
(100 ft.) greenbelt strip to the north.

Pursuant to the requirements of the Servicing Agreement  
for Registered Plan 43M-506, the developer is also  
responsible to absorb all associated costs, advertising,  
legal, survey, etc., in connection with the closure.

RECOMMENDATION: That the City Clerk be authorized to undertake the  
necessary procedures for the purpose of stopping up part  
of Perivale Road north of Beacon Lane on Registered Plan  
43M-506 provided further that the developer, Heritage  
Oaks Investments Inc., is responsible to absorb all  
associated costs in connection with the closure.

  
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

  
PJS:le



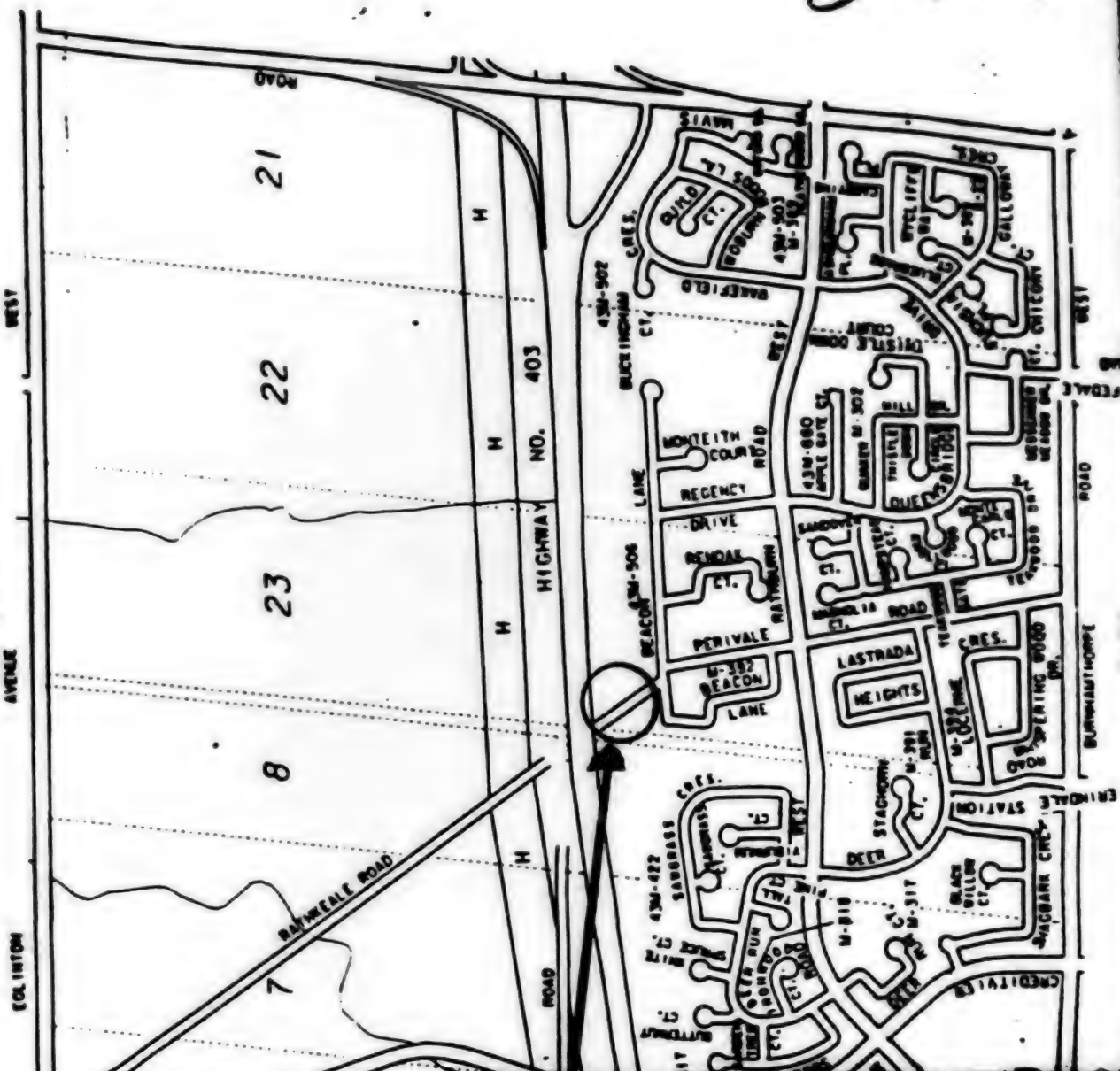
Z-29

39(a)

Z-37-W

Z-38-E

Z-38-W



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**

Closed out part of Perivale Road  
north of Beacon Lane.  
Registered Plan 43M-506

**FILE No.** F.02.03 and  
B.06.506.02



40

CITY OF MISSISSAUGA

MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

February 6, 1987.

LADIES AND GENTLEMEN:

OPERATIONS/WORKS **FEB 18 1987**

SUBJECT:

Partial closure and disposal of part of a Daylighting Triangle at the northwest corner of Hurontario Street and Mineola Road West, Part 2, Registered Plan 539, Files F.02.03 and E.02.02.23

ORIGIN:

Rezoning File 0Z-50-86

COMMENTS:


A 15.24m (50 ft.) daylighting triangle located at the northwest corner of Hurontario Street and Mineola Road West was dedicated as a municipal highway on Plan 539 registered in February, 1946. The daylighting triangle was never constructed or travelled.

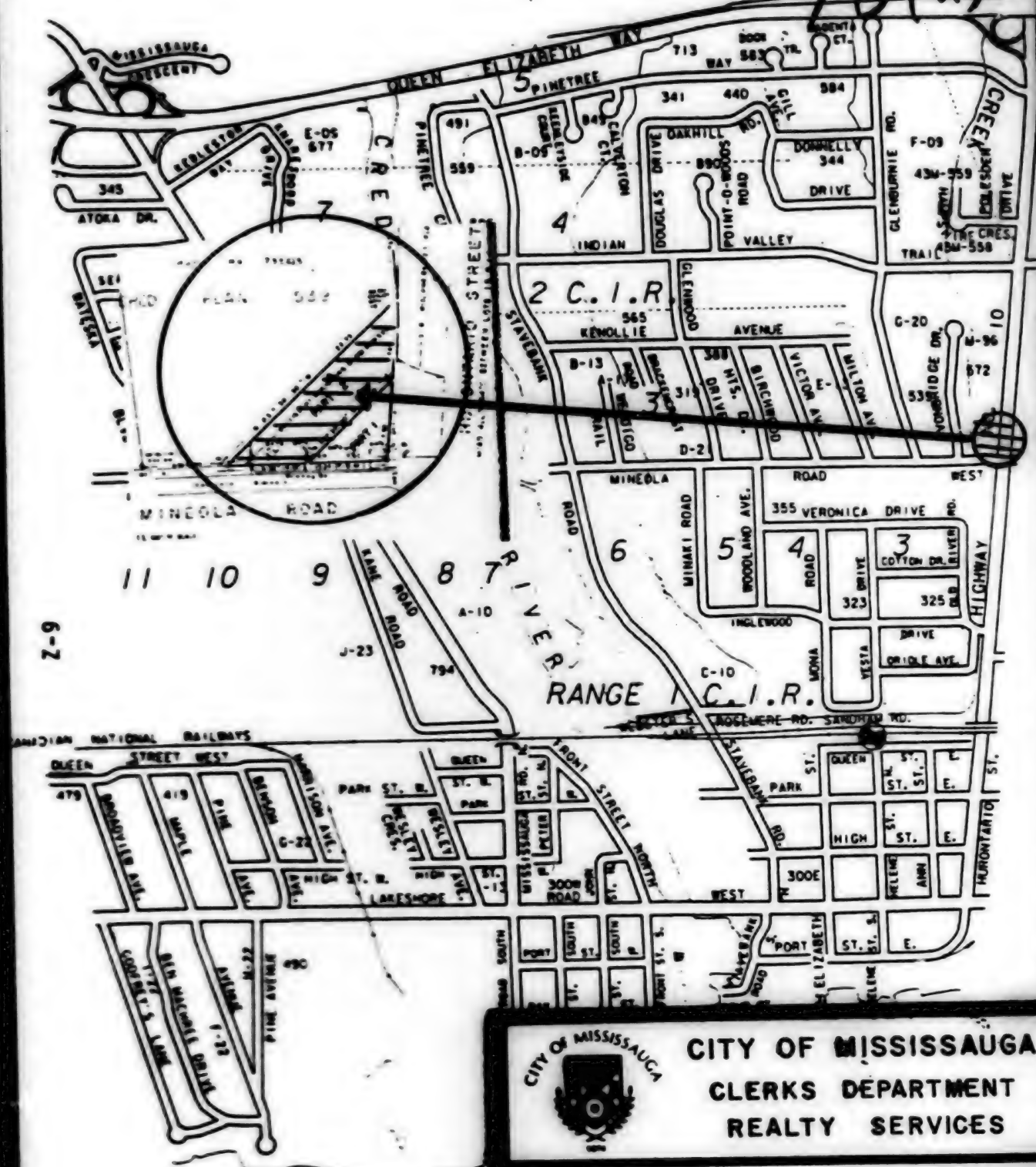
As a consequence of the processing of Rezoning File 0Z-50-86, the Engineering Department determined that the intended 15.24m (50 ft.) daylighting triangle was not required to its full extent for municipal purposes and could be reduced to 7.50 m (25 ft) resulting in a surplus area of 87.5m<sup>2</sup> (942 sq. ft.). The Engineering Department is in favour of the sale at market value of the surplus area of the dedicated daylighting triangle on Registered Plan 539 and, as such, must be closed pursuant to the provisions of The Municipal Act, R.S.O. 1980. The appraised value of the proposed closed out part of the daylighting triangle is estimated by the Clerk's Department at \$7,530.00.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of a 15.24m (50 ft.) daylighting triangle at the northwest corner of Hurontario Street and Mineola Road West described as Part 2 on Reference Plan 43R-13569 and that the City agree to convey the said closed out daylighting triangle to Lou Parsons Enterprises Inc. at the price of \$7,530.00.

PJS/le

  
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.



Z-9

LAKE ONTARIO



**CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES**



Partial sale of closed out daylighting triangle, Part 2, Plan 43R-13569

**FILE No.** F.02.03 and E.02.02.23





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## CITY OF MISSISSAUGA

### MEMORANDUM

To Operations and Works Committee

From Terence L. Julian

Dept. \_\_\_\_\_

Dept. City Clerk

February 6, 1987.

OPERATIONS WORKS

**FEB 18 1987**

LADIES AND GENTLEMEN:

**SUBJECT:** Proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre, Part of Lot 5, Concession 1, N.D.S., S.P. 422-86 and OZ-58-85, File B.03.850.58

**ORIGIN:** Site Plan Committee Meeting of November 13, 1986 (S.P. 422-86)

**COMMENTS:** Pursuant to the Site Plan Committee of November 13, 1986, (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states, "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive. The applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 20m (66 ft.) and an area of approximately 102m<sup>2</sup> (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

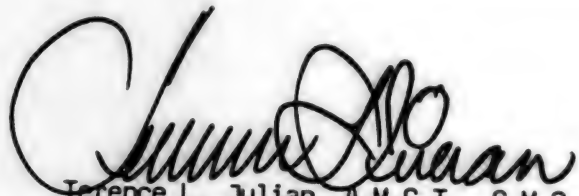
41(a)

- 2 -

RECOMMENDATION:

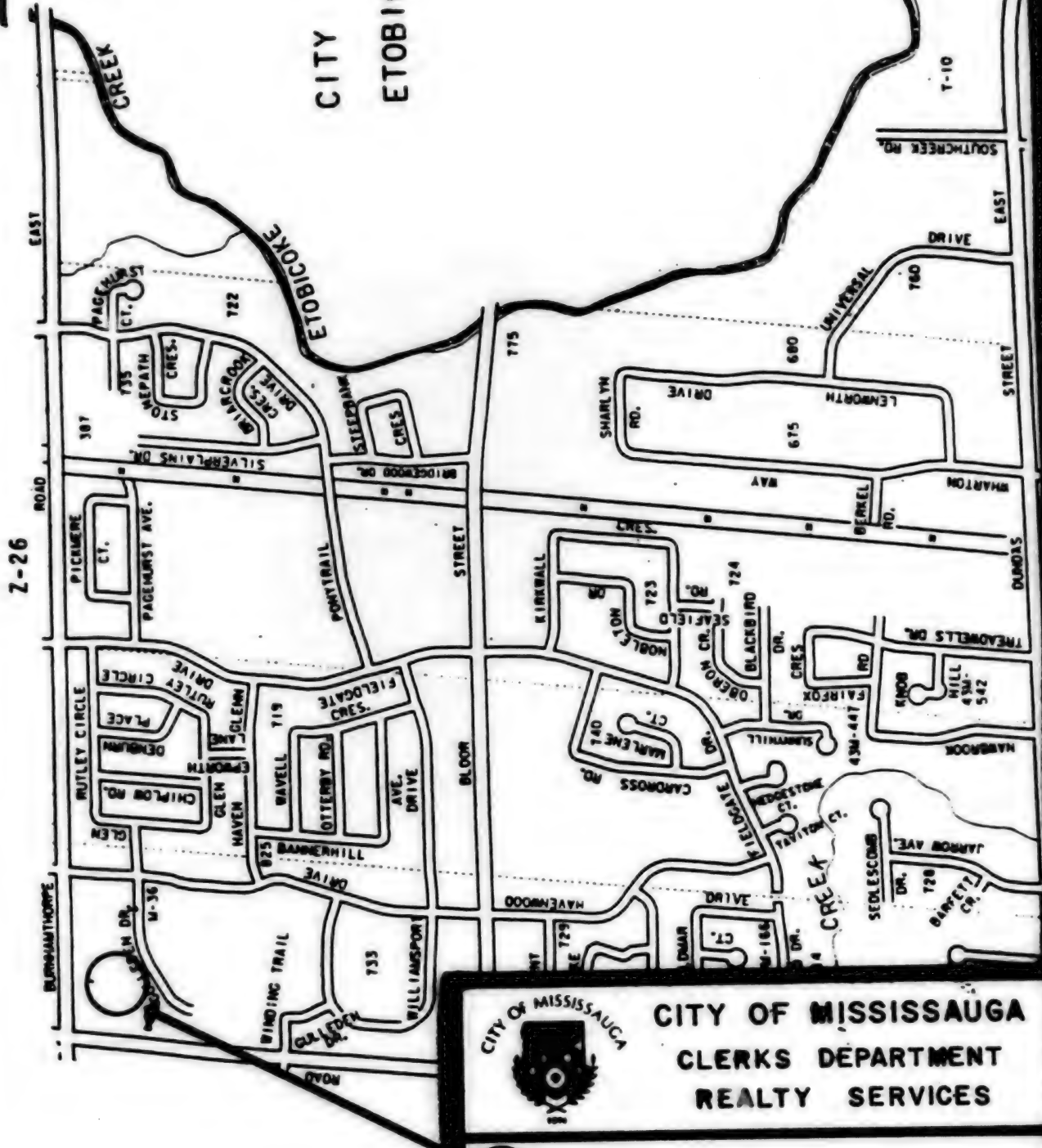
That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m<sup>2</sup> (1,100 sq. ft.) being a integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided tht the City is reimbursed all costs incurred as a result of the reconveyance of the road.

PJS/le

  
Terence L. Julian, A.M.C.T., C.M.C.,  
City Clerk.

4/16

CITY OF  
ETOBICOKE



CITY OF MISSISSAUGA  
CLERKS DEPARTMENT  
REALTY SERVICES

Closure of Part of Gulleden Drive  
Registered Plan M-36

FILE No. E.02.03 and  
B.03.850.58



TRAFFIC SAFETY COUNCIL  
0058C/179C

JANUARY 28, 1987  
A.03.04.11.02

42

REPORT NO. 1-87

To: Operations and Works Committee

FEB 18 1987

LADIES AND GENTLEMEN:

OPERATIONS/WORKS

The Traffic Safety Council presents its first report and recommends:

TSC-1-87 That the Traffic Safety Council initiate a meeting, inviting all parent/teachers associations and school principals at the elementary level, to consider an awareness campaign with respect to the dangerous situation created when vehicles are stopped/parked in prohibited zones in front of schools to drop off/pick up children.

F.06.03.06  
(TSC-1.1-87)

TSC-2-87 That the Site Inspection Subcommittee of the Traffic Safety Council carry out an afternoon inspection with respect to the need for a crossing guard at Meadows Boulevard and Molly Avenue, and that an invitation to participate in that site inspection be extended to the parents who attended the Traffic Safety Council Meeting on January 28, 1987, in this regard.

F.06.03.02  
(TSC-2.1-87)

TSC-3-87 That a crossing guard be placed at Plowman's Park Public School, 5940 Montevideo Road, to work in conjunction with the school patrol system.

F.06.03.02  
(TSC-3.1-87)

TSC-4-87 That the report, dated January 7, 1987, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Traffic Safety Council on January 28, 1987, with respect to the following matters, be received for information:

- speeding on Windwood Dr in the vicinity of Featherhead Cres,
- parking of school buses on Rathburn Rd near Meadows Blvd,
- school crossing at Lakeshore Rd/John St,
- speed limit on Paisley Blvd from Mavis Rd to Callum Ave,
- traffic safety at St. Clare School, Glen Erin Dr
- parking on Woodington Dr at Sts Peter and Paul School,
- school crossing sign on Bishopstoke Ln,
- wheelchair access at Queen Elizabeth School.

F.06.03  
(TSC-4.1-87)

42(a)

- 2 -

January 28, 1987

TSC-5-87

That the report dated December 3, 1986, from Mr. W. P. Taylor, Commissioner of Public Works, to the Traffic Safety Council on January 28, 1987, with respect to the school crossing on Lakeshore Road at John Street, be received for information.

F.06.03.02  
(TSC-5.1-87)

TSC-6-87

That the letter dated December 30, 1986, from Tom G. Howe, Regional Business Officer, Peel Board of Education, considered by the Traffic Safety Council on January 28, 1987, responding to concerns regarding the transportation of Mr. John Walton's son, 2365 Confederation Parkway, Apt 701, to Floradale Public School, be received for information.

F.06.03.04  
(TSC-6.1-87)

TSC-7-87

That the letter dated December 17, 1986, from Michael Bator, Principal, Saints Martha and Mary School, 1760 Bough Beeches Boulevard, considered by the Traffic Safety Council on January 28, 1987, offering praise for the recent installation of a crossing guard, be received for information.

F.06.03.02  
(TSC-7.1-87)

TSC-8-87

- (a) That Floradale Public School, 210 Paisley Boulevard West, be requested to implement a "walk-a-block" program in an attempt to alleviate the dangerous situation which exists where vehicles are parking/stopping in prohibited zones to pick up/drop off children.
- (b) That the Peel Board of Education be requested to consider the installation of speed bumps on school property at Floradale Public School, 210 Paisley Boulevard West.
- (c) That the Engineering & Works Department investigate the installation of "no stopping" signs on the south side of Floradale Drive in front of Floradale Public School, and "no parking" signs on the north side.
- (d) That a small section of sidewalk be constructed on the north side of Floradale Drive from Consulate Road, west to the existing sidewalk.
- (e) That the Peel Regional Police be requested to have selective Traffic Enforcement Units monitor the area of Floradale Public School, 210 Paisley Boulevard West for speeding violations.

F.06.03.06, L.07.02.01  
(TSC-8.1-87)

January 28, 1987

42 (h)

TSC-9-87 That a temporary crossing guard be placed at Hurontario Street and Mineola Road, commencing September 8, 1987, upon the designation of Mineola Public School as a French Immersion site, pending site inspections after September 18, 1987.

F.06.03.02  
(TSC-9.1-87)

TSC-10-87 That the letter dated December 30, 1986, from Tom G. Howe, Regional Business Officer, Peel Board of Education, to the Traffic Safety Council on January 28, 1987, advising that pursuant to the recommendation of the Traffic Safety Council (TSC-94-86 - October 29, 1986), the Principal of Cashmere Public School has been advised that students exiting from Palisander Avenue are directed to walk westerly on the north side of Paisley Boulevard and cross at Cashmere Avenue, be received for information.

F.06.03.02  
(TSC-10.1-87)

TSC-11-87 That the letter dated December 3, 1986, from K. R. Barnhart, Superintendent, Officer in Charge, #12 Division, Peel Regional Police Force, to the Traffic Safety Council on January 28, 1987, enclosing a response to concerns expressed by Mrs. Diane Demidow, 7606 Darcel Avenue, regarding traffic on and near Darcel Avenue, be received for information.

F.06.04.02, F.06.04.10  
(TSC-11.1-87)



43

MISSISSAUGA PUBLIC VEHICLE AUTHORITY

FEBRUARY 10,  
1987  
A.03.04.01

REPORT NO. 2-87

TO: The Operations and Works Committee

FEB 18 1987

LADIES AND GENTLEMEN:

OPERATIONS/WORKS

The Mississauga Public Vehicle Authority presents its second report and recommends:

- PVA-6-87
- (a) That the rules and procedures for the issuance of additional taxicab owner's licenses as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for the 1987 licence issuance.
  - (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and NO OBJECTIONS are received, staff issue the appropriate number of additional licences and report the licence issuance to City Council.
  - (c) That where OBJECTIONS are received against an applicant whose name has been posted, the application shall be referred to the Licence Appeal Committee for further consideration.
  - (d) That the ratio of 1 cab/1,485 population be adopted as the new ratio guideline figure to be used in calculating the required number of taxicabs to properly service the City.
  - (e) That, in accordance with the ratio of 1 cab/1,485 population, 24 additional taxicab owner's licenses be issued in the following manner:
    - i) 5 in March 1987.
    - ii) 5 in May 1987.
    - iii) 5 in September 1987.
    - iv) 5 in October 1987
    - v) 4 in November 1987.

43(a)

- 2 -

February 10, 1987

- (f) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to increase the "Limitation Number" of taxicab owner's licenses by 24 to a total of 403.
- (g) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licenses" total, keeping in mind any appeals that may be pending.
- (h) That for each issuance period the taxicab owner's fees in effect at that time will be applied.
- (i) That the deputation by Mr. Peter G. Danevicius, Director of Dispatch, Blue & White Taxi Co-op Ltd. to the Public Vehicle Authority on February 10, 1987, be received, and referred to staff for consideration when a review of the method used in determining the number of licenses issued and the impact of the additional licenses on the industry and service to the public, takes place in the fall of 1987.

L.08.04.02  
(PVA-6-87)

- PVA-7-87
- (a) That the joint report dated February 3, 1987, from Mr. W. P. Taylor, Commissioner of Engineering & Works, and Mr. L. W. Stewart, City Solicitor, to the Public Vehicle Authority on February 10, 1987, relating to amendments to Subsection 62(2) of Public Vehicle Licensing By-law 697-84, as amended, with respect to the Priority List, be adopted as amended at the Public Vehicle Authority meeting of February 10, 1987.
  - (b) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to reflect these changes.

L.08.04.02  
(PVA-7-87)

43km

- 3 -

February 10, 1987

PVA-8-87 That the deputation of Mr. E. Chiti, 2018 Kempton Park Drive, Mississauga to the Public Vehicle Authority on February 10, 1987, regarding the removal of his name from the Priority List, be received, and Mr. Chiti's letter dated February 2, 1987, be referred to staff for report back to the Public Vehicle Authority.

L.08.04.02  
(PVA-8-87)

PVA-9-87 That the deputation of Mr. Frank Hubbs, Taxicab #311, to the Public Vehicle Authority on February 10, 1987, regarding the removal of his name from the Priority List be received, and referred to staff for a report back to the Public Vehicle Authority.

L.08.04.02  
(PVA-9-87)

PVA-10-87 That the request by Mr. H. Mangat to amend the Public Vehicle Licensing By-law 697-84, as amended, to recognize the positions of President and Secretary-Treasurer of Cab Care Co-Operative as acceptable occupations to remain on the Priority List be approved, subject to a review of these positions in two years time, and that staff be directed to prepare the necessary amendments to By-law 697-84, as amended.

L.08.04.02  
(PVA-10-87)

PVA-11-87 That the submission by Mr. F. Thiel to the Public Vehicle Authority on February 10, 1987, regarding proposed changes to Schedule 5, By-law 697-84, as amended, Taxicab Owner's Priority List requirements be received and referred to staff for a report back to the Public Vehicle Authority.

L.08.04.02  
(PVA-11-87)



43(a)

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February 10, 1987

PVA-12-87 That the transfer fee payable upon the transfer of an airport public transportation vehicle owners plate be \$500 for the first transfer and \$200 for each additional transfer, and that Public Vehicle Licensing By-law 697-84, as amended, be amended accordingly.

L.08.02  
(PVA-12-87)

PVA-13-87 That Mr. Gyorgy Takacs, driver of Mississauga Taxicab 359, be nominated as Taxicab Driver of the Month of January 1987, for his action returning a purse left in his taxicab, and refusing any remuneration.

L.08.04.04  
(PVA-13-87)

PVA-14-87 That Avtar Singh Uppal, driver of Airport Public Transportation Vehicle 145, be nominated as Taxicab Driver of the Month of February 1987, for returning a case containing items of great sentimental value to its owner.

L.08.04.04  
(PVA-14-87)

- PVA-15-87
- (a) That the deputation of Mr. B. Maalouf, Manager, Air Travellers Cab Service to the Public Vehicle Authority on February 10, 1987, regarding a proposed increase in brokerage dues effective January 1, 1987, be received.
  - (b) That the deputation by Mr. S. Yehia, to the Public Vehicle Authority on February 10, 1987, regarding serious problems with the management of Air Travellers Cab Service, be received.
  - (c) That the information contained in the deputation of Mr. B. Maalouf and Mr. S. Yehia be referred to staff for investigation and an immediate report back to the Mayor and to the Chairman of the Public Vehicle Authority.

L.08.03  
(PVA-15-87)

4361

- 5 -

February 10, 1987

PVA-16-87 That Mr. P. E. Allen, Commissioner of Planning, Region of Peel, be notified that the City of Mississauga does not object to the application to the Ontario Highway Transport Board by Transtario Bus Lines Inc to carry passengers and express freight through Mississauga.

L.08.03  
(PVA-16-87)

PVA-17-87 That a Subcommittee composed of representatives of the Public Vehicle Authority and City Brokerages meet to study the issue of surcharges to taxicab and limousine drivers, and report their findings to the Public Vehicle Authority.

L.08.02  
(PVA-17-87)

CITY OF MISSISSAUGA

MINUTES

MEETING THREE EIGHTY-SEVEN

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, FEBRUARY 18, 1987, 9:05 A.M.

PLACE OF MEETING: HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham (Chairman)  
Councillor D. Cook  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin  
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. W. Cunningham, Acting Transit Manager  
Mr. W.P. Taylor, Commissioner of Engineering and Works  
Mr. A. McDonald, Director, Engineering and Works  
Mr. G. Johnstone, Business Development Officer (part)  
Mr. L.W. Stewart, City Solicitor (part)  
Ms. V. MacLean, Legal Department (part)  
Ms. L. Mailer, Committee Coordinator

MATTERS CONSIDERED:

1. Report dated February 10, 1987, from the Transit General Manager entitled "Executive Summary - Mississauga Transit Public Attitude and Ridership Survey."
- In August 1986, the Ministry of Transportation and Communications agreed to assist the City in conducting a public attitude survey to find out some basic information about the Transit users and non-users.



The information would enable planning for the system to more effectively meet the requirements of the users and to address those factors which hinder some residents from using the system.

The Ministry supported this initiative and agreed to fund 75% of the project on the condition that the survey be a demonstration project to be used by other transit properties in the Province who wish to undertake research prior to preparing marketing plans for their systems.

The program consisted of the following:

- Phase I      Public Attitude and Ridership Survey (information gathering);
- Phase II     Development of Marketing Plan;
- Phase III    Implementation and Monitoring.

Phase I has been completed and the report summarizes the findings of Phase I in the following manner:

- (a)    Methodology
- (b)    Major Findings
- (c)    Market Overview

The survey gives a good idea of how the Transit Department and the service it provides are perceived by the residents of Mississauga (both riders and non-riders). It also provides a profile of riders and their requirements in terms of public transportation.

The challenge now is to provide a service that meets the requirements of the riders and the expectations of potential riders if the market share is to be improved.

Phase II will begin with a careful review of the findings and the preparation of a Marketing Plan which will outline all the things that must be done in Transit to achieve the corporate goal of attracting and holding riders.

The Province is anxious to see this demonstration project completed and has expressed willingness to assist with 75% of the cost associated with Phase II. Adequate funds are provided in the 1987 Transit Current Budget.

**RECOMMENDATION:**

- (a)    That the Executive Summary - Mississauga Transit Public Attitude and Ridership Survey dated February 10, 1987, be received for information.
- (b)    That Phase II (Development of Marketing Plan) of the Public Attitude and Ridership Demonstration Project in conjunction with the Ministry of Transportation and Communications be undertaken and that a report be submitted when completed.

Mr. Cunningham reviewed the report in detail pointing out the highlights of the survey and responding to questions from the Committee.

D.05.01

Approved

See Recommendation OW-41-87 (F. McKechnie)

2. Report dated February 9, 1987, from the Transit General Manager regarding the practice of indoor storage of transit buses. The practice has increased greatly since 1945 and currently all major transit facilities in Ontario follow this practice.

Based on several reports, the estimated cost of providing indoor storage facilities will be equaled in about 7 years by the cost of increased maintenance and service.

The report summarizes the disadvantages of outdoor storage and provides two papers on the subject as follows:

- (a) "Proposed Storage Service and Office Facilities" - James F. MacLaren Associates of Toronto;
- (b) "Translating the Benefits Into Dollars" - Mr. H. Chaput of Ottawa Carleton Transit System.

In addition the Ministry of Transportation and Communications encourages indoor storage of buses and provides funds for this purpose.

RECOMMENDATION:

That indoor storage for buses continue to be provided on the basis of economic grounds as well as efficiency and rider satisfaction.

D.05.01

Approved

See Recommendation OW-42-87 (F. McKechnie)

3. Report dated February 12, 1987, from the Commissioner of Engineering and Works regarding the Mississauga City Centre/Highway 403 Feasibility Study.

In November 1986 Council approved the retention of McCormick & Rankin to carry out the Mississauga City Centre/Highway 403 Feasibility Study and the work was to be completed by the end of January 1987.

The Feasibility Study has been reviewed with the Ministry of Transportation and Communications at the Regional Director's level and the Regional Director has taken the Study to Senior Management and they concurred with the recommendations which are in this report.

**RECOMMENDATION:**

- (a) That the City of Mississauga approve the City Centre/Highway 403 Transportation Plan, as presented February 18, 1987 to Operations and Works Committee.
- (b) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for inclusion in the City's Capital Budget in 1988 and after:

**1988 to 1992:**

- o the construction of a partial interchange between Rathburn Road and Hurontario Street, in 1988.
- o the construction of the Hurontario/Sherwoodtowne intersection at the Highway 403 ramp terminal, in 1988.
- o the construction of the Highway 403 Arterial Extension between Cawthra Road and Dixie Road, 1988.
- o the construction of the Highway 403 Arterial Extension between Dixie Road and Eglinton Avenue (via Fieldgate) in 1989, and
- o the widening of Eglinton Avenue to 6 lanes between Fieldgate and Renforth, in 1990.

**1993 - 1997:**

- o the construction of the Highway 403 South Collector from Mavis Road easterly to City Centre Drive West (along the south side of Highway 403), in 1993.
- o the construction of the Highway 403 North Collector from Hurontario Street westerly to Confederation Parkway including ramp connections to Confederation Boulevard, (along the north side of Highway 403), in 1994, and
- o the construction of the Highway 403 North Collector westerly from Confederation Boulevard to Highway 403 west of Mavis Road, including a grade separation of Mavis Road, in 1995.

- (c) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for implementation beyond the 10-year period:
- o the construction of the Mississauga busway on a separate right-of-way between the City Centre and Highway 427.
  - o the construction of the City Centre West grade separation of Highway 403,
  - o the completion of the Highway 403 South and Highway 403 North Collectors.
  - o the construction of the Highway 403 basket weaves between Hurontario Street and Cawthra Road.
  - o the widening of Highway 403 to 8 lanes, and
  - o the construction of a diamond type interchange at the Highway 403 Arterial Extension and Cawthra Road.



February 18, 1987

- (d) That the City of Mississauga meet with the Ministry of Transport and Communications, Metropolitan Toronto and the City of Etobicoke to initiate the necessary negotiations in respect to the widening of Eglinton Avenue east of the Etobicoke Creek and the provision of a satisfactory bus link to Highway 427 southbound.

Mr. Nairn, of McCormick Rankin, the City's Consultant, presented the results of the Study and responded to questions from the Committee.

D.01.04

Approved

See Recommendation OW-43-87 (L. Taylor)

4. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding Provincial priorities for highway improvements in Mississauga. The City Manager has requested that the Provincial priorities be reviewed with respect to roadway, interchange and sound attenuation walls and prepare a report for information.

The Ministry of Transportation and Communications has been contacted and the report outlines the 5 Year and 6-10 Year Programs.

As with any long range capital budget, the priorities are reviewed regularly. The M.T.C. formally review their program twice annually with the Deputy Minister and with the Minister. These reviews are generally in November/December and in April/May after the yearly allotment of funds.

The projects on the 5-year program are more likely to be constructed in the timeframe indicated, however, only those in the current year are funded. The projects in the 6-10 year timeframe are more subject to adjustment.

Staff from the Engineering and Works Department, Planning Department and Mississauga Transit are participating in the Greater Toronto Area Transportation Forum which is reviewing transportation requirements and priorities within the greater Toronto area. This review has included the review of the priorities within the Provincial Highway System and the City has requested advancement of some projects on the Provincial System.

The Planning Forum completed its work in December and a report will be forwarded to the Minister of Transportation and Communications for use as input in reviewing the numerous transportation proposals in the Greater Toronto Area.

Staff will continue to monitor the Provincial Program in the Mississauga area and report changes which impact Mississauga.

A full report on the Greater Toronto Area Transportation Planning Forum and the list of Mississauga priorities was adopted by Council on December 17, 1986 (OW-488-86 copy attached).

The Mississauga priorities for Provincial projects, such as the 401/403/410 interchange, the 403 arterial extension, and the 410/Courtney Park Drive interchange are now contained in either the 5-year program or the 6-10 year program. It would be our suggestion that the Minister should be requested to consider placing all of these projects in the next 5-year M.T.C. program and that the Ministry of Transportation and Communications be urged for completion of the 401/403/410 interchange earlier than 1990.

RECOMMENDATION:

That the Minister of Transportation and Communications be advised that the City of Mississauga Council has reviewed the proposed 5-year program and 6-10 year program for highway works within the City of Mississauga and requests the following:

- (1) That the completion of the Highway 401/403/410 interchange be prior to 1990;
- (2) That the Highway 403 arterial extension from Cawthra Road to Dixie Road be placed in the next 5-year program.

D.01.04

Approved

See Recommendation OW-44-87 (L. Taylor)

5.

Report dated February 10, 1987, from the Commissioner of Engineering and Works regarding the alignment of Confederation Parkway from Burnhamthorpe Road to Eglinton Avenue.

Confederation Parkway is designated as a major collector in the City's Official Plan. It is proposed that Confederation Parkway extend from the Queensway to Eglinton Avenue where it will intersect opposite McLaughlin Road.

Confederation Parkway has recently been constructed and opened to traffic from Fairview Road to Burnhamthorpe Road.

North of Burnhamthorpe Road to Eglinton Avenue, the alignment must now be endorsed by Council.

Between Burnhamthorpe Road and the south limit of Highway 403, Confederation Parkway has been centred on the lot line between Lots 18 and 19.

North of Highway 403 there are existing Hydro towers which influence the alignment. Ontario Hydro has required that the toe of the embankment be kept a minimum of 15 metres (50 ft.) from the base of the towers. This requires the alignment of Confederation Parkway to be bent to the east around the towers. By skirting around the towers considerable cost savings are achieved as towers can be raised rather than relocated.

During the processing of the Goodman Draft Plan of Subdivision (T-84001), the south west corner of the plan was required to be held in reserve. This Department placed the requirement on the Draft Plan for two reasons. First, the alignment and profile of Confederation Parkway over Highway 403 and across the Hydro corridor had not been tied precisely and secondly it was felt that the construction of homes in the immediate vicinity of the flyover should be delayed until after the approaches and flyover are constructed.

The remainder of the Confederation Parkway from just north of the Hydro property to Eglinton Avenue lies within the property of Earl Madill. A Draft Plan of Subdivision (file T-86088) has recently been circulated by the Planning and Building Department.

The alignment of Confederation Parkway through the Draft Plan area has been reviewed by this Department and is satisfactory and, can provide for a satisfactory alignment around the Hydro towers.

R.E. Winter's on behalf of the owners of the Goodman property have submitted a proposed alignment which provides for an alignment with a sharper curve (approximately 250 metres) around the towers and an alignment further to the west, north of the Hydro right-of-way.

Based on a review of both alignment, the alignment as shown on the Draft Plan dated October 21, 1986 which has been submitted by Mr. Madill under File 21T-86088M is recommended.

As mentioned, a section of Goodman Draft Plan (T-84001) was reserved until final design and construction of the Confederation Parkway/Highway 403 flyover has been completed. A similar condition will be placed on the Madill Draft Plan. The extent of which will be determined during finalization of this Department's Draft Plan conditions.

**RECOMMENDATION:**

- (a) That the alignment of Confederation Parkway between Burnhamthorpe Road and the south limit of Highway 403 be centred on the lot line between Lots 18 and 19.
- (b) That the alignment of Confederation Parkway north of the Hydro corridor as shown on the Draft Plan of Subdivision dated October 21, 1986 (T-86088) be approved in accordance with the report dated February 10, 1987 by the Commissioner of Engineering and Works.

Councillor Taylor recommended that this report be deferred as one of the property owners (the Goodmans) was out of the country.

Mr. Taylor objected to the deferral as it was critical that the matter be dealt with as soon as possible.



Mayor McCallion recommended that the report be referred to Council without a recommendation and that a meeting be convened prior to the meeting on February 23 between the property owners, the Ward Councillor, the Mayor and Staff to resolve any outstanding concerns.

T-86088

Referred to Council Without Recommendation

6. Report dated February 9, 1987, from the Commissioner of Engineering and Works regarding Melissa Street from Confederation Parkway to Hurontario Street.

Back in 1980 considerable discussion took place concerning the upgrading of the streets and traffic patterns in the northwest quadrant of Hurontario Street and Dundas Street. The primary reason for the review at that time was the probable processing of the draft plan for the Blue Cedar Lands with the subsequent construction of Hillcrest Avenue and Confederation Parkway to complete the ring road system, the opening of the new GO Station by T.A.T.O.A. in 1981/82 and the possible redevelopment of properties in the area south of Melissa. All of these features are now a reality or in progress and, in fact, Confederation Parkway is now open from Dundas Street West through to Burnhamthorpe Road West.

A special levy on development/redevelopment in addition to the normal levy has also been approved by Council for the area bounded by Melissa Street, Hurontario Street, Dundas Street West and Confederation Parkway. Before discussing the possible construction of Melissa Street it is necessary to briefly summarize some of the background regarding the status of the right-of-way. The salient points are outlined below.

1. The road allowance shown as Milton Street was laid out as part of Registered Plan TOR-12 in FEB. 1869.
2. Milton Street was never constructed and has never been closed by by-law to the best of our knowledge.
3. Investigation has revealed that in 1890 and in 1901 certificates were issued by the High Court of Justice, Chancery Division, vesting title of the parts of Melissa Street shown shaded as Part 1 (on attached sketch) to the person occupying the land at that time. Since that time all deeds up to and including the School Board include that portion of Melissa Street.
4. With respect to the other section shown shaded as Part 2 the School Board has no registered title to our knowledge but have occupied that portion for at least as long as the School has been there.
5. The City owns part of Melissa Street shown as Part 3 as it forms part of the Hurontario Street road allowance.
6. From the westerly limit of Melissa Street to Confederation Parkway is owned by the City (Park).
7. The name Milton Street was changed to Melissa Street by Toronto Township By-law No. 2333 on July 2nd, 1957.

The overall road pattern in the area has been reviewed and have again concluded that Melissa Street between Confederation Parkway and Hurontario Street should form part of the overall street network from a traffic standpoint. The location of a future intersection at Hurontario Street and Melissa Street is appropriate from a technical standpoint as the distances from Dundas Street to Melissa Street and Melissa Street to Hillcrest Avenue are conducive for all turn movements. Agnes Street could then become one-way west or right-in/right-out co-incident with the completion of the construction of Melissa Street.

Melissa Street construction could be phased into two stages:

**STAGE I** - Reconstruction of Cook Street from Agnes Street to Melissa Street and the construction of Melissa Street from Cook Street to Hurontario Street.

**STAGE II** - Construction of Melissa Street from Cook Street westerly to Confederation Parkway.

If and when the T. L. Kennedy site is redeveloped the feasibility of extending Cook Street northerly to Hillcrest Avenue would be reviewed at that time. The alignment and the funding of the construction of Melissa Street should be pursued at this time as this will involve extensive negotiations with the Peel Board of Education in order that this project can be discussed as part of the 1988 Capital Budget Discussions.

The establishment of Melissa Street as a road between Hurontario Street and Cook Street and thence westerly to Confederation Parkway will not change this Department's recommendations with respect to access from Dr. James property on the east side of Hurontario Street to Hurontario Street.

**RECOMMENDATION:**

- (a) That Melissa Street from Confederation Parkway to Hurontario Street be confirmed as an integral part of the road network for the area bounded by Confederation Parkway, Hurontario Street, Dundas Street West, and Hillcrest Avenue.
- (b) That an engineering drawings be prepared showing the recommended alignment of Melissa Street.
- (c) That upon approval of the alignment of Melissa Street by Council the Clerk's Department in conjunction with the Engineering Department and the Legal Department commence negotiations with the Peel Board of Education with respect to the acquisition of the right-of-way for the proposed Melissa Street alignment.

- (d) That the construction of Melissa Street, Stage I, Hurontario Street to Cook Street, and the reconstruction of Cook Street from Melissa Street to Agnes Street be referred to the 1988 Capital Budget discussions for inclusion into the 1988 - 1998 Capital Budget.

With respect to the access approved from the Dr. James property, Councillor Taylor recommended that the site plan should be reviewed in light of the recommended alignment of Melissa Street.

Staff reiterated that the accesses to Hurontario Street in the area had been reviewed and they had no concerns regarding Dr. James' site plan.

The motion, by Councillor Taylor was voted on and lost.

J.05.01

Approved

See Recommendation OW-45-87 (D. Cook)

7.

Report dated January 28, 1987, from the Commissioner of Engineering and Works with respect to the Flood and Erosion Control Study for the Little Etobicoke Creek.

The Engineering Department was authorized to appoint a consultant to carry out a study of the Little Etobicoke Creek from Eglinton Avenue to its confluence with the Etobicoke Creek. The study was to determine the works required and costs for flood protection works at Tyndall Nursing Home, the Brick Warehouse as well as other areas along the creek. Based on discussions with the M.T.R.C.A. the following consultants were invited to prepare proposals:

- M.M. Dillon
- Totten, Simms & Hubicki Ltd.
- Cumming-Cockburn & Associates Ltd.

RECOMMENDATION:

That the firm of Cumming-Cockburn and Associates Ltd. be retained to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987 at an upset limit of \$49,500.00 and a by-law enacted to authorize execution of the Agreement between the City and Cumming-Cockburn.

J.05.86035.01

J.05.86035.02

Approved

See Recommendation OW-46-87 (F. McKechnie)



8. Report dated January 28, 1987, from the Commissioner of Engineering and Works regarding the Erindale Station GO Burnhamthorpe Road Pedestrian Grade Separation.

The pending expansion of the Toronto/Milton GO Rail Service on the C.P.R. Line will require that the existing pedestrian grade separation over Burnhamthorpe Road be replaced.

The present structure was designed for an additional GO track and at present it serves as the temporary pedestrian bridge.

GO Transit has agreed to continue to provide a grade separated pedestrian crossing by the installation of a two span overhead structure immediately east of the present location provided that the City provides a gratuitous permit of occupancy.

The Engineering and Works Department has reviewed this proposal and concurs with GO Transit's request. The grade separation would continue to provide direct and unrestricted access from the south sidewalk and bus bay of Burnhamthorpe Road to the GO Station and further facilitate access from a possible GO Transit parking lot expansion on the south side of Burnhamthorpe Road, the lands for which are presently being negotiated by GO Transit.

The type of structure proposed is a steel truss similar in style to an existing pedestrian overhead structure on Derry Road. The Public Works Department and the Area Councillor have reviewed the proposal and have no objection to same. A general arrangement and a cross section sketch of the type of structure is attached.

It is recommended that the City grant GO Transit permission to construct and maintain at their cost, a pedestrian overhead structure over Burnhamthorpe Road at the Erindale GO Station subject to building permit requirements being met.

**RECOMMENDATION:**

- (a) That GO Transit be advised that the City grants permission to GO Transit to construct and maintain at their expense a pedestrian grade separation over Burnhamthorpe Road at the Erindale GO Station.
- (b) That the Legal Department prepare the necessary agreement on the basis that there be no charges to GO Transit for occupancy of the City right-of-way.
- (c) That the final design and construction details of the structure be subject to the approval of the Commissioner of Engineering and Works and compliance with building permit requirements.

D.04.02

**Approved**

See Recommendation OW-47-87 (F. McKechnie)

9. Report dated January 28, 1987, from the Commissioner of Engineering and Works with respect to Barbertown Road Bridge over the Credit River which has been closed to road traffic for a number of years and now serves as a pedestrian crossing at the Credit River.

The Engineering & Works Department has from time to time, carried out repairs to the structure and approaches. The most recent repair being the replacement of the wood deck during the Fall of 1986.

In conjunction with the above work, repairs are further required to certain structural members which have rusted. In addition, the structure requires a thorough sand blasting, rust proofing and painting.

RECOMMENDATION:

That the Barbertown Road Bridge be repaired, repainted and that the firm of Morrison & Hershfield be retained to provide expert supervision in structural repairs to the bridge and that funds in the amount of \$20,000.00 including \$5,000.00 in consulting fees be available in Account No.08212-05-4192-0200.

F.02.08

Approved

See Recommendation OW-48-87 (F. McKechnie)

10. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a draw on the developer's securities for the completion of repairs to the acoustical fence to the rear of Lots 1, 2 and 3, Plan M-263, Highdale Subdivision, located north of Dundas Street and west of Cawthra Road.

In accordance with the terms of the Engineering Agreement for Plan M-263, the developer is required to construct a ten-foot acoustical barrier to the rear of lots 1 to 3. Due to the fact the fence was in an unacceptable state of repair this Department advised the developer in a letter dated May 14, 1986 to undertake the appropriate repairs and arrange for the issuance of a certificate by the consulting engineer confirming that the completed fence is structurally adequate.

The developer did retain a contractor to undertake repairs to the fence, however, to date the repairs have not been completed to the satisfaction of this Department.

RECOMMENDATION:

- (a) That the Commissioner of Engineering and Works be authorized to retain a structural engineer to determine the extent of repair/reconstruction required to restore the acoustical fence to the rear of lots 1 to 3, Plan M-263, to a structurally certifiable condition.

- (b) That the Commissioner of Engineering and Works be authorized to engage a contractor to undertake the required repairs/reconstruction of the acoustical fence to the rear of lots 1 to 3, Plan M-263 and that all expenses incurred by the City be drawn from the developer's Letter of Credit currently valued at \$24,305.69.

B.06.263.01

Approved

See Recommendation OW-49-87 (F. McKechnie)

11.

Report dated January 21, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive), Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street.

Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands. The original agreements will remain on file with this Department.

RECOMMENDATION:

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street the developer be advised that the requirement for the installation of central air conditioning on Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive) of that plan is waived on the condition that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

B.06.595.02

Approved

See Recommendation OW-50-87 (F. McKechnie)



12. Report dated January 21, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 3(b), Schedule 'C' of the Servicing Agreement with respect to the requirement for central air conditioning for Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, Plan 43M-595, Testimony Investments Limited, located north of the Canadian Pacific Railway and west of Hurontario Street.

Under the terms of the Servicing Agreement, the subject lots were required to be equipped with central air conditioning to protect the dwelling occupants from local noise sources. The purchasers of these lots have executed Noise Acknowledgement and Release Agreements which quite simply waive the requirements for the installation of central air conditioning and indemnify the Municipality from any future claims for noise attenuative works on/or for the benefit of the lands.

The form of agreement signed by the purchasers includes provision for execution of same by the Mayor and Clerk and consent for registration of the document on title of the applicable lot; however, the Land Titles Office will no longer permit registration of these agreements on the title of the lands and the original agreements will remain on file in the Department.

That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street that the requirement for the installation of central air conditioning be waived on Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, on the understanding that that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.

B.06.595.02

Approved

See Recommendation OW-51-87 (F. McKechnie)

13. Report dated February 4, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Heswall Court Subdivision Plan 43R-7783, C.A. 'B' 200/97-M, located north of the Queen Elizabeth Way and east of Springbank Road. The subject development consists of 4 single family residential building lots. As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services. Those portions of the Heswall Court allowance which were dedicated by the developer pursuant to Schedule 'B' of the Engineering Agreement have been established as public highway pursuant to By-law 171-81, consequently a by-law will not be required.

**RECOMMENDATION:**

That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Heswall Court Subdivision, Plan 43R-7783, C.A. 'B' 200/79-M, located north of the Queen Elizabeth Way east of Springbank Road and that the Letter of Credit securing the Engineering Agreement for Plan 43R-7783, (current value \$5,215.74) be released to the developer.

B.08.01

**Approved**

See Recommendation OW-52-87 (F. McKechnie)

14.

Report dated January 23, 1987, from the Commissioner of Engineering and Works with respect to the assumption of the municipal works for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road. The subject development consists of 23 single family residential lots. As far as the Department is concerned, the developer complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

**RECOMMENDATION:**

- (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road and that the securities (current value \$31,814.00) be released to the developer, the United Lands Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-330 as public highway and part of the municipal system of the City of Mississauga.

B.06.330.02

**Approved**

See Recommendation OW-53-87 (H. Kennedy)

15.

Report dated February 5, 1987, from the Commissioner of Engineering and Works with respect to the assumption of the municipal works for Erin Mills - Meadowvale West - Neighbour 307, Plan 43M-496 (located north of Britannia Road West and west of Erin Mills Parkway. The subject development consists of 18 residential lots. As far as the Department is concerned, the developer complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

**RECOMMENDATION:**

- (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Erin Mills - Meadowvale West - Neighbour 307, Plan 43M-496 (located north of Britannia Road West and west of Erin Mills Parkway) and that securities valued at \$117,978.91 be released to the developer, Cadillac Fairview Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-496 as public highway and part of the municipal system of the City of Mississauga.

B.06.496.02

**Approved**

See Recommendation OW-54-87 (T. Southorn)

16.

Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding the after hours operation of the Traffic Signal Control Centre in response to concerns expressed by Mayor H. McCallion relating to traffic congestion in the area of Hurontario Street and Britannia Road on October 10, 1986. During this p.m. peak period, Mayor H. McCallion was concerned that the traffic signal control system was not operational as congestion in the area was severe.

The traffic signal control system is currently operational 24 hours per day, everyday. Numerous timing plans for each signalized intersection are resident in the data base and are implemented automatically for the a.m., p.m. and off peak periods of the day. Operator intervention is not required for this function. The communications portion of the system sends information to each intersection which in turn acknowledges receipt by sending return messages to the computer.

Should a situation arise whereby all is not well with any given intersection, the computer will "let go" and the intersection will operate by itself with its own independent traffic controller. Such circumstances as static on the communication line, slow response to messages between the computer and the intersection, etc. will cause this to occur. Transitions between computer control and local control are invisible, and failed intersections are difficult to detect by the average motorist.

The computer itself is monitored by an alarm which senses power, temperature, and communication. Should power be removed, the temperature rise, or the computer stop communicating, an alarm would sound in the Traffic Control Centre, as well as in the Dispatch Centre of the Mavis Road Works Facility.

During normal business hours, Control Centre staff would take whatever action is necessary to re-enable the system. The system will restart by itself following short power failures.



After normal hours, the alarm would be detected by the Works Department Dispatcher who has available the names and home telephone numbers of the three Traffic Control Centre staff members, as well as a telephone pager which has been issued to staff.

While these staff members are not "on call" they each have available to them computer terminals capable of accessing the traffic control computer remotely. This allows for regular checking of the system during other than normal working hours.

Our signal maintenance contractor is "on call" 24 hours per day for intersection related problems and is capable of handling system related problems at the intersection, as well as traditional maintenance items such as burnt out bulbs, misaligned signal heads, etc. Calls received by the Works Department Dispatch with respect to individual intersections are forwarded to the contractor for remedial action.

With respect to Mayor H. McCallion's call of October 10, 1986, our dispatcher was able to relay the expressed concerns to staff who in turn monitored the performance of the system, specifically in the Hurontario Street/Highway 401 area. It was determined that all of the signals in the area were functioning properly.

The congestion encountered, we feel, is attributable to the volume of traffic in that area on the Friday evening of the Thanksgiving holiday weekend. Staff reported that a "bumper to bumper" situation was being experienced on Highway 401 through the Hurontario Street area, thus causing excessive congestion on the highway ramps as well as Hurontario Street and Britannia Road.

The traffic signal control system is programmed to respond to established traffic patterns and demands. Automatic response to traffic congestion appearing as the result of accident incidence, construction emergencies, or unexpected oversaturation of the roadway is not achievable.

**RECOMMENDATION:**

That the report dated February 2, 1987 from the Commissioner of Engineering and Works with respect to the after hours operation of the Traffic Signal Control System be received.

J.05.82043

**Approved**

See Recommendation OW-55-87 (H. McCallion)

17. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding proposed u-turn prohibition on Eglinton Avenue east of Tomken Road. Mrs. S. Tchiu of Old Carriage Road has informed Engineering and Works personnel of a potentially dangerous situation at the above noted location, due to numerous u-turns completed as a result of severe eastbound back-ups/delays in the a.m. peak period on Eglinton Avenue.

The Engineering and Works Department is aware of this situation and is in the process of designing intersection improvements that would facilitate a dual eastbound left turn movement. Unfortunately this improvement will not be completed until late 1987. Therefore, in an effort to increase the level of safety at this location, a u-turn prohibiting is proposed for eastbound motorists who are trying to avoid the back-ups to northbound Tomken Road. This is the best interim measure available until the permanent sector can be completed, and should, with enforcement, deter the conscientious motorist.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition for eastbound traffic on Eglinton Avenue at Tomken Road.

F.06.04.07

Approved

See Recommendation OW-56-87 (F. McKechnie)

18. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a u-turn prohibition on Dundas Street east of Winston Churchill Boulevard.

In response to a complaint, personnel have reviewed traffic conditions on Dundas Street in the area of the Rainbow Gas Bar, east of Winston Churchill Boulevard.

Accident records were reviewed at this location and several accidents associated with this access have been noted, before the extension of the centre island, which occurred in the summer of 1985. Since that time, our records indicate only three (3) incidents involving motorists making the unsafe u-turn around this extended island.

From an engineering standpoint, a further island extension to try and deter this movement would not be practical, motorists would probably still continue to make this u-turn movement regardless of the length of the island. The existing extension has been installed to current engineering standards and the distance from the driveway to the end of the island is comparable with similar installations. In an effort to increase traffic safety no u-turn signs will be posted in this area. This will only discourage u-turns if consistently enforced by the Police; however, it may prevent the unsure motorists from completing this unsafe movement.



**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition on Dundas Street for a distance of 150 metres (492 ft.) east of Winston Churchill Boulevard.

F.06.04.07

**Approved**

See Recommendation OW-57-87 (F. McKechnie)

19. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a parking prohibition on MacIntosh Crescent.

Engineering and Works personnel have recently reviewed parking conditions in the area of MacIntosh Crescent in association with parents dropping-off pre-schoolers at Applewood United Church Day-care Centre.

Limited on-site parking is available at the Church which, in turn, causes parents to park illegally on Stanfield Road and MacIntosh Crescent. This creates a difficult and dangerous situation on Stanfield Road in front of the church area. Permitted parking on the outside portion of MacIntosh Crescent for a maximum period of one hour, 7:00 a.m. to 7:00 p.m. Monday to Friday, to provide a safer on-street parking area for drop-offs and pick-ups.

This type of prohibition would be beneficial to both motorists and area residents, as the residents should not be bothered by Sunday parking since their direct frontage (the inside portion of MacIntosh Crescent) would remain signed 'no parking anytime'. This would also maintain two-way traffic and allow for sufficient space for drop-offs and pick-ups while not interfering with residential frontages.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize one-hour parking, 7:00 a.m. to 7:00 p.m., Monday to Friday, on the outside of MacIntosh Crescent.

F.06.04.07

**Approved**

See Recommendation OW-58-87 (F. McKechnie)

20. Report dated January 22, 1987, from the Commissioner of Engineering and Works regarding a sight obstruction on Shelter Bay Road at Glen Erin Drive. Engineering and Works personnel have reviewed sight distances on Glen Erin Drive at Shelter Bay Road with regard to the school crossing guard stationed at the intersection.



The review has indicated that, at this location, vehicles park on the east side of Glen Erin Drive, north of Shelter Bay Road, obstructing the crossing guards view of southbound motorists when crossing students. These parked vehicles are in a 72-hour extended parking area which extends from Shelter Bay Road to Gananoque Drive.

In order to eliminate the sight obstruction, this parking area will have to be reduced by 30 metres (100 ft.), north of Shelter Bay Road.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a reduction of the 72-hour extended parking area on the east side of Glen Erin Drive, to run between 30 metres (100 ft.) north of Shelter Bay Road and 15 metres (50 ft.) south of Gananoque Drive.

F.06.04.02

**Approved**

See Recommendation OW-59-87 (T. Southorn)

21. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding Housekeeping Amendments to By-law 444-79, as amended to reflect the physical changes to on-site street signs.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to regarding housekeeping amendments to reflect the physical changes to on-site street signs.

F.06.04.01

**Approved**

See Recommendation OW-60-87 (L. Taylor)

22. Report dated February 2, 1987, from the Commissioner of Engineering and Works regarding housekeeping changes to By-law 444-79 with respect to the remaining northern portion of Hurontario Street which has been transferred from the Ministry of Transportation and Communications jurisdiction to the City of Mississauga. This will necessitate amendments to the by-law, but will not require any physical changes or on-site signing changes.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the housekeeping changes associated with the transfer of the northern portion of Hurontario Street from the Ministry of Transportation and Communications to the City of Mississauga.

F.06.04.01

**Approved**

See Recommendation OW-60-87 (L. Taylor)

23.

Report dated February 9, 1987, from the Commissioner of Engineering and Works regarding Load Restrictions 1987. The Engineering and Works Department has prepared amendments to the Load Restriction Schedule of By-law 444-79 for the year 1987, and have attached the necessary draft by-law for Council's approval. The load restrictions are in effect during the months of March and April on these roads listed in Schedule 16 of the Traffic By-law.

**RECOMMENDATION:**

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the implementation of Load Restrictions for 1987.

F.06.04.01

**Approved**

See Recommendation OW-62-87 (L. Taylor)

24.

Letter dated February 6, 1987, from Mr. D.R. Billett, Secretary of the Regional Street Names Committee in response to the request from the City that the Committee reviewed its policy of not recommending approval of street names which are duplicated in another municipality in the Region in light of the implementation of the enhanced 911 Emergency System.

Mr. Billett advises that the matter has been thoroughly reviewed and it was agreed that even if/when the 911 Enhanced System is in place and operating it will not reduce the need to avoid duplicated street names in Peel. The system itself has limitations, many calls will still be received outside of the 911 system, and duplicated street names will have to be avoided for the functioning of the general public, taxis, couriers, post office and delivery operations.

Councillor Taylor recommended that the comments with respect to the 911 System be referred to the Region of Peel Administration and Finance Committee for discussion.

F.02.07

Received

See Recommendation OW-63-87 (L. Taylor)

25. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Fitzwood Investments. U M.A. submitted "Dowling" as a proposed street name for the above noted subdivision. The Region of Peel Street Names Committee reviewed this submission at their meeting of February 4, 1987 and rejected "Dowling" as there already is a Dowling Crescent in Brampton.

RECOMMENDATION:

That "Dowling" not been approved as a street name for the Fitzwood Investments Subdivision T-83015 (lands located north of Britannia Road West and west of Second Line West).

T-83015

F.02.07

Approved

See Recommendation OW-64-87 (F. McKechnie)

26. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Ferbro Construction. Skira and Associates has submitted "Alpine Court" for use as a street name in the above noted subdivision. This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and approved.

RECOMMENDATION:

That "Alpine Court" be approved as a street name for subdivision T-84044, Ferbro Construction (lands located at the north-east corner of Rogers Road and Glen Erin Drive).

T-84044

F.02.07

Approved

See Recommendation OW-65-87 (F. McKechnie)



27. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names by First City Developments for T-86048. Team Three submitted the following names as proposed street names for the above noted subdivision.

Bayou	Orchid	Columbine	Papyrus	Crosshill
Prairie	Everglade	Redwood	Grossbeak	Riversedge
Honeysuckle	Saltmarsh	Lady Slipper	Sundew	
Lavender	Water	Hyacinth	Mangrove	Water Lily
Marmot	Watersedge			

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and the following names were approved.

Columbine	Prairie	Crosshill	Saltmarsh	Grossbeak
Sundew	Lady Slipper		Water Lily	

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

RECOMMENDATION:

That Team Three be advised that the following names have been approved as street names for the First City Developments 21T-86048M.

Columbine	Prairie	Grosshill	Saltmarsh
Grossbeak	Sundew	Lady Slipper	Water Lily

T-86048  
F.02.07

Approved

See Recommendation OW-66-87 (F. McKechnie)

28. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Menkes Industrial Parks T-76022. Menkes Industrial Parks Ltd. has submitted the following names as proposed street names for the above noted subdivision: Alstep; Menstan; Menway. This submission was reviewed by the Region of Peel Street Name Committee at their meeting of February 4, 1987 and approved "Alstep" and "Menway".

"Menstan" was refused because of existing similarly named streets.

RECOMMENDATION:

That Menkes Industrial Park Ltd. be advised that "Alstep" and "Menway" have been approved as street names for the Menkes Subdivision T-76022 (lands located south of Derry Road East/east Dixie Road).

T-76022  
F.02.07

Approved

See Recommendation OW-67-87 (F. McKechnie)

29.

Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Meadowvale Subdivisions T-86063, T-86065 and T-86096. Markborough Properties Ltd. submitted the following names as proposed street names for the above noted subdivision:

Agency	Galaxy	Shamrock	Baltic	Incorporation
Southampton		Business	Milltower	St. Charles
Continental	National	St. James	Dividend	Officer
States	Financial	Presidential		Venture
Research				

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and the following names were approved:

Agency	Officer	Baltic	Shamrock	Continental
States	Dividend	Financial	Milltower	

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

RECOMMENDATION:

That Markborough Properties Ltd. be advised that the following names have been approved as street names for the Meadowvale Subdivisions T-86063, T-86065 and T-86096.

Agency	Milltower	Baltic	Officer
Continental	Shamrock	Dividend	States
Financial			

T-86063  
T-86065  
T-86096  
F.02.07

Approved

See Recommendation OW-68-87 (F. McKechnie)

30. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for Central Erin Mills Neighbourhood 202A, T-85028. J. Bousfield submitted the following names as proposed street names for the above noted subdivisions.

Royal Mills Court

Royal Credit Gate

Royal Credit Court

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and Royal Mills Court was approved and to prevent confusion only one of the two proposed Royal Credit street names was approved.

RECOMMENDATION:

That Royal Mills Court and one of the Royal Credit street names be approved for subdivision T-85028, Central Erin Mills Neighbourhood 202A (lands located at the north-east corner of Eglinton Avenue West and Mississauga Road).

T-85028

F.02.07

Approved

See Recommendation OW-68-87 (F. McKechnie)

31. Report dated January 22, 1987, from the Commissioner of Engineering and Works and City Solicitor in response to a letter November 3, 1986, from Staff Inspector C.N. O'Toole, Peel Regional Police, re appointment of Animal Control Officers as Police Officers to enforce the Ontario Society for the Prevention of Cruelty to Animals Act.

Staff Inspector C.N. O'Toole wrote to the Mayor and provided copies of correspondence received from the Ontario Humane Society and advised that the Police Department are unable to enforce the provisions of the Ontario Society for the Prevention of Cruelty to Animals Act (hereinafter called the "O.S.P.C.A. Act") and suggested that "the City Animal Control Officers" be "sworn in as Police Officers" and that they fall within Section 11(3) and would be in position to enforce the O.S.P.C.A. Act. It was also suggested in this letter that the City of Burlington was carrying out such a practice.

On December 6, 1986, Ruth Bancroft wrote to the Mayor and suggested that the Council "consider asking the Province of Ontario to give our excellent animal control staff the authority to handle all cases concerning animals".

The O.S.P.C.A. Act gives powers of enforcement of the Statute to every inspector and agent of the Society and Subsection 11(3) provides



"In any part of Ontario in which the Society or an affiliated society does not function, any police officer having jurisdiction in that part has and may exercise any of the powers of an inspector or agent of the Society under this Act."

A police officer by definition is a person duly appointed under the Police Act and in the City of Mississauga such a person would be a member of the Peel Regional Police Force. There is no provision in the O.S.P.C.A. Act for a by-law enforcement officer or any City staff to be appointed for the purposes of enforcement of the O.S.P.C.A. Act.

In the City of Burlington certain of their animal control officers have been sworn in as special constables. These individuals enforce the provisions of Sections 400 and 404 of the Criminal Code which relates to cruelty to animals. However, these officers have not and cannot enforce the provisions of the O.S.P.C.A. Act.

The Ministry of the Solicitor General has indicated that they will not support any application for the appointment of special constables for any purpose. This municipality has tried in the past without success to have more special constables appointed for the purposes of enforcing the Public Vehicle Licensing By-laws. The government currently has a policy of restricting the appointment of special constables. The special constables appointed in the City of Burlington were appointed in 1974 and 1975 and no new constables have been appointed since 1975. The Ministry of the Solicitor General also advises that in jurisdictions where there is no Humane Society the local Police Force enforce the provisions of the O.S.P.C.A. Act.

In conclusion therefore, the by-law enforcement staff of the City of Mississauga have no legal powers to enforce the O.S.P.C.A. Act and would not obtain powers to enforce the provisions of Sections 400 and 404 of the Criminal Code. The Peel Regional Police have powers to enforce both the O.S.P.C.A. Act and Sections 400 and 404.

**RECOMMENDATION:**

- (a) That Staff Inspector C.N. O'Toole, Peel Regional Police Force, be advised that the City of Mississauga's By-law Enforcement staff cannot legally enforce the provisions of the O.S.P.C.A. Act.
- (b) The Peel Regional Police Force be asked to contact the Ministry of the Solicitor General to obtain more information on how the O.S.P.C.A. Act is enforced in other jurisdictions in the Province of Ontario by local police forces.

Councillor Cook recommended that the Solicitor General be requested to review the legislation and consider an amendment which would permit municipal by-law enforcement officers to be appointed special constables for the purposes of enforcing the Ontario Society for the Prevention of Cruelty to Animals Act. The motion, as amended, was vote on and carried.

L.07.01.02  
L.07.04.01

Amended

See Recommendation OW-70-87 (D. Cook)

(Mayor H. McCallion declared a conflict of interest with respect to Item 32 by virtue of joint ownership with her Husband of the property municipally known as 1560 Britannia Road West which is their place of residence and refrained from discussing and voting on this item.)

32. Report dated January 28, 1987, from the Commissioner of Engineering and Works and City Solicitor in response to a request from the Solicitor for the Owner of a 15.7 acre parcel of land located at 4360 Creditview Road regarding a title problem. The easterly boundary of the property includes an unopened road allowance between two concession lots which is marked by a post and wire fence which has been in place since December 1941. The owners have occupied the road allowance for a period in excess of forty years.

The Solicitor for the landowner is requesting a quit claim deed of the road allowance although there may remain legal impediments to clear title; however, the Solicitor is prepared to accept a quit claim. The Legal Department has no difficulty in granting the request.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Quit Claim Deed to quit claim its right, title and interest in part of the road allowance between Lot 8, Range 5 NDS and Lot 23, Concession 2 NDS (4360 Creditview Road).

OZ/44/86

Approved

See Recommendation OW-71-87 (T. Southorn)

33. Report dated January 26, 1987, from the Commissioner of Finance and Treasurer in response to a request from the Operations and Works Committee, at its October 1, 1986 meeting, for an explanation of the financing of the Sawmill Creek Watercourse Improvements Works in Central Erin Mills Neighbourhood 210/211 (north of Highway 403 between Erin Mills Parkway and Winston Churchill Blvd.).

February 18, 1987

Attached is a copy of the report dated September 23, 1986, from the Commissioner of Engineering and Works which raised the question.

Financing for the project was to be provided from development levy funds reallocated from several prior years' drainage improvement projects. The financing for these projects had been Old John Doe, New John Doe, and Major Watercourse Improvement development levies.

There are two reasons why it is appropriate to finance the project in this way. First, all development in the new residential districts of Lisgar, Erin Mills West, Central Erin Mills, East Credit, and Hurontario is being carried out under the City's Development Levy Policy (New John Doe). Hence, all these areas, including the subdivision bordering this section of the Sawmill Creek, are New John Doe areas, and the old distinction between Big Three and John Doe developers is no longer relevant. Second, the City's development levy is based on the City-wide, long-run, average cost of servicing development. It has always been the City's practice to pool all John Doe development levy receipts and to allocate those funds through the annual capital budget process to the highest priority growth-related projects across all the developing areas. This approach permits greater flexibility in responding to changing development patterns, and allows projects to be carried out earlier than would be possible if the use of development levies was confined to the immediate area where they were paid.

RECOMMENDATION:

That the report dated January 26, 1987, from the Commissioner of Finance and Treasurer on the financing of the Sawmill Creek watercourse improvement in Central Erin Mills Neighborhood 210/211 be received.

B.06.685.02

Received

See Recommendation OW-72-87 (L. Taylor)

34.

Report dated February 18, 1987, from the Commissioner of Planning and Building regarding a request from Councillor P. Mullin for a report on fencing policies. When assessing the fencing requirements for land development proposals reference is made to the Council-approved standards in the Subdivision and Landscape Approval Manuals, as follows:

- 1) All fencing required for screening must be 1.83m (6 ft.) high and a solid screen type with no visual openings.
- 2) Special detailing of the fence, e.g. masonry pillars and wall, must be provided:
  - a) adjacent to municipal street intersections, and
  - b) to break up long extents of fencing adjacent to municipal streets.



- 3) Fencing is assessed individually and on its own design merit.
- 4) The design and type of fencing must be coordinated with any adjacent subdivision fencing in the area.
- 5) Fencing will be superseded should a noise barrier be required; however, this will still be subject to the requirements outlined in items 2, 3, and 4.
- 6) The grades of the rear yard of a lot should not be higher than the 1.83 (6 ft.) high solid screen fence to ensure privacy for the homeowner.
- 7) The following technical requirements for fencing must be included for durability and future aesthetics of the fence.

#### WOOD FENCING

Acceptable wood types are No. 1 Grade cedar and pressure treated Jack Pine.

Use wood identified with a grading stamp of C.L.S. certified agency.

Use wood with a moisture content of less than 19% at time of installation.

Requirement for pressure treatment of Jack Pine.

- a) Treat posts with chromated copper arsenate (C.C.A.) preservation to retention of 6.4 kg/cubic metre.
- b) Treat boards and sheathing with C.C.A. preservative to a retention of 4.0 kg/cubic metre.

#### FASTENERS

Fasteners are to be non-corrosive (i.e. galvanized rail hangers or brackets). Toe nailing, galvanized staples and grooved railings are not permissible.

Use nails conforming to C.S.A. Standard B11.

Hot dip galvanized nails, bolts and lag screws in conformance with C.S.A. Standard G164.

#### CHAIN LINK FENCING

Black vinyl chain link fencing is to be detailed and installed in a manner conforming with the Recreation and Parks Department Standard Chain Link Fence Detail.

Galvanized chain link fencing is to be detailed and installed in a manner conforming with the Engineering and Works Department Standard Chain Link Fence Detail.

PRE-CAST CONCRETE FENCING

Pre-Cast Concrete Fencing is to be designed and certified by a Structural Engineer. The color and pattern will be assessed individually and on its' own design merits.

As the fencing industry introduces new designs and technology beyond that covered by the City Standards, submissions are reviewed on their merits; however, the basic principles of City Standards (heights, relationship with surroundings, quality of materials, etc.) are recognized.

Besides the prescribed standards, there is also a City "Fence By-law" which controls such matters as: fence heights related to various land uses, residential privacy areas, and proximity to street lines; fences with hazardous materials; and maintenance requirements.

RECOMMENDATION:

That the report dated February 18, 1987, from the Planning and Building Department on Fencing Policy be received for information.

Councillor Mullin expressed concern about the quality and patch work type of fencing in different areas of the City and requested that Staff review this matter with a view to establishing consistency and standards of maintenance.

L.05.01

Approved

See Recommendation OW-73-87 (L. Taylor)

35.

Report dated January 14, 1987, from the City Clerk in response to a request for a permanent easement by Hydro Mississauga on closed out part of Crombie Road for their electrical distribution facility. The Engineering and Works Department has no objection to the request.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of Crombie Road closed by By-law 9-86 south of WEdmore Way described as Part 2 on Plan 43R-13067.

E.02.02.02.19

Approved

See Recommendation OW-74-87 (D. Cook)

36. Report dated January 6, 1987, from the City Clerk regarding a storm sewer easement for William Street improvement project. In connection with this reconstruction, the City acquired from the Peel Board a storm sewer easement. In exchange, the City agreed to convey to the Board a parcel of land which has been occupied by the Board since the construction of Dolphin Public School. The conveyance will be subject to the retention of a blanket easement in favour of the City for a storm sewer and the Region watermain.

RECOMMENDATION:

- (a) That a by-law be enacted to authorize execution of Deed of Conveyance to the Peel Board of Education over part of the east half of Lot 5, Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 subject to the retention of an easement in favour of the City of Mississauga (Dolphin Public School).
- (b) That a by-law be enacted to authorize execution of an Easement Agreement in favour of the Regional Municipality of Peel over part of the east half of Lot 5 Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 (Dolphin Public School).

J.05.85016

Approved

See Recommendation OW-75-87 (D. Cook)

37. Report dated January 28, 1987, from the City Clerk regarding an external easement required from Ontario Hydro to undertake the servicing of the Heritage Hills Subdivision for the purpose of constructing and maintaining a storm drainage channel. The location has been reviewed and approved by the Engineering Department and the acquisition will be funded by the developer.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Conveyance of Easement by the City of Mississauga from Ontario Hydro over Part of Lot 20, Concession 2 NDS, further described as Parts 1 to 9, inclusive on deposited Reference Plan 43R-13792 (Heritage Hills Subdivision).

B.06.728.06

Approved

See Recommendation OW-76-87 (D. Cook)



38. Report dated January 28, 1987, from the City Clerk regarding an easement in favour of Kemper as a result of the sale of the closed out portion of Blythe Road to accommodate the septic tile bed to service the proposed house. The location has been reviewed and approved by the Engineering Department and the Environmental Division of the Planning and Building Department.

RECOMMENDATION:

That a by-law be enacted to authorize execution of an Easement in favour of William and Lola Kemper for a septic tile bed over Part of Lot 3, Range 2 SDS, Part 1, Plane 43R-14125 (closed out portion of Blythe Road).

E.02.02.02.20

Approved

See Recommendation OW-77-87 (D. Cook)

39. Report dated February 6, 1987, from the City Clerk regarding the partial closure of Perivale Road north of Beacon Lane, Heritage Oaks Investments Inc., Registered Plan 43M-506.

Consistent with these requirements, the City's Parks Department has accepted cash-in-lieu from the developer for the performance of the required landscaping works contained within the proposed closed out part of Perivale Road and will be tendering a contract for the performance of these works. The closed out part of Perivale Road is to be retained by the City to provide access to the 30m (100 ft.) greenbelt strip to the north.

Pursuant to the requirements of the Servicing Agreement for Registered Plan 43M-506, the developer is also responsible to absorb all associated costs, advertising, legal, survey, etc., in connection with the closure.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Perivale Road north of Beacon Lane on Registered Plan 43M-506 provided further that the developer, Heritage Oaks Investments Inc., is responsible to absorb all associated costs in connection with the closure.

B.06.506.01

Approved

See Recommendation OW-78-87 (D. Cook)

40. Report dated February 6, 1987, from the Commissioner of Engineering and Works regarding the partial closure and disposal of part of a Daylighting Triangle at the northwest corner of Hurontario Street and Mineola Road West, Part 2, Registered Plan 539.

A 15.24m (50 ft.) daylighting triangle located at the northwest corner of Hurontario Street and Mineola Road West was dedicated as a municipal highway on Plan 539 registered in February, 1946. The daylighting triangle was never constructed or travelled.

As a consequence of the processing of Rezoning File OZ-50-86, the Engineering Department determined that the intended 15.24m (50 ft.) daylighting triangle was not required to its full extent for municipal purposes and could be reduced to 7.50 m (25 ft) resulting in a surplus area of 87.5m<sup>2</sup> (942 sq. ft.). The Engineering Department is in favour of the sale at market value of the surplus area of the dedicated daylighting triangle on Registered Plan 539 and, as such, must be closed pursuant to the provisions of The Municipal Act, R.S.P. 1980. The appraised value of the proposed closed out part of the daylighting triangle is estimated by the Clerk's Department at \$7,530.00.

**RECOMMENDATION:**

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of a 15.24m (50 ft.) daylighting triangle at the northwest corner of Hurontario Street and Mineola Road West described as Part 2 on Reference Plan 43R-13569 and that the City agree to convey the said closed out daylighting triangle to Lou Parsons Enterprises Inc. at the price of \$7,530.00.

F.02.03

E.02.02.23

**Approved**

See Recommendation OW-79-87 (D. Cook)

41. Report dated February 6, 1987, from the City Clerk regarding the proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre. Pursuant to the Site Plan Committee of November 13, 1986, (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states, "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive. The applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 20m (66 ft.) and an area of approximately 102m<sup>2</sup> (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

**RECOMMENDATION:**

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m<sup>2</sup> (1,100 sq. ft.) being a integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the reconveyance of the road.

Councillor Mullin requested that this be referred back to Staff and dealt with in conjunction with the entire site plan.

E.02.02.23

Deferred  
No Recommendation

42. Report 1-87 of the Traffic Safety Council meeting held on January 28, 1987.

A.03.04.11.02

**Approved**  
See Recommendations OW-80-87 to OW-90-87 (L. Taylor)



43. Report 2-87 of the Public Vehicle Authority meeting held on February 10, 1987.

A.03.04.01

Approved

See Recommendation OW-91-87 to OW-102-87 (F. McKechnie)

On verbal motion, the Committee moved in camera at 11:05 a.m. to deal with an unscheduled personnel matter. The Committee moved out of camera at 11:15 a.m. No recommendation resulted from the in camera item.

Recommendations: As per Report 3-87

Adjournment: 11:15 a.m.

OPERATIONS AND WORKS COMMITTEE

FEBRUARY 18, 1987

REPORT 3-87

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its third report and recommends:

- OW-41-87 (a) That the Executive Summary - Mississauga Transit Public Attitude and Ridership Survey dated February 10, 1987, be received for information.
- (b) That Phase II (Marketing Plan) of the Public Attitude and Ridership Demonstration Project be undertaken in conjunction with the Ministry of Transportation and Communications.

D.05.01  
(OW-41-87)

- OW-42-87 That indoor storage for buses continue to be provided on the basis of economic grounds as well as efficiency and rider satisfaction.

D.05.01  
(OW-42-87)

- OW-43-87 (a) That the City of Mississauga approve the City Centre/Highway 403 Transportation Plan, as presented February 18, 1987 to Operations and Works Committee.
- (b) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for inclusion in the City's Capital Budget in 1988 and after:

1988 to 1992:

- o the construction of a partial interchange between Rathburn Road and Hurontario Street, in 1988.
- o the construction of the Hurontario/Sherwoodtowne intersection at the Highway 403 ramp terminal, in 1988.
- o the construction of the Highway 403 Arterial Extension between Cawthra Road and Dixie Road, 1988.
- o the construction of the Highway 403 Arterial Extension between Dixie Road and Eglinton Avenue (via Fieldgate) in 1989, and
- o the widening of Eglinton Avenue to 6 lanes between Fieldgate and Renforth, in 1990.

1993 - 1997:

- o the construction of the Highway 403 South Collector from Mavis Road easterly to City Centre Drive West (along the south side of Highway 403), in 1993.
- o the construction of the Highway 403 North Collector from Hurontario Street westerly to Confederation Parkway including ramp connections to Confederation Boulevard, (along the north side of Highway 403), in 1994, and
- o the construction of the Highway 403 North Collector westerly from Confederation Boulevard to Highway 403 west of Mavis Road, including a grade separation of Mavis Road, in 1995.

- (c) That the following program be reviewed with the Ministry of Transportation and Communications with respect to cost sharing for implementation beyond the 10-year period:

- o the construction of the Mississauga busway on a separate right-of-way between the City Centre and Highway 427.
- o the construction of the City Centre West grade separation of Highway 403,
- o the completion of the Highway 403 South and Highway 403 North Collectors.
- o the construction of the Highway 403 basket weaves between Hurontario Street and Cawthra Road.
- o the widening of Highway 403 to 8 lanes, and
- o the construction of a diamond type interchange at the Highway 403 Arterial Extension and Cawthra Road.

- (d) That the City of Mississauga meet with the Ministry of Transport and Communications, Metropolitan Toronto and the City of Etobicoke to initiate the necessary negotiations in respect to the widening of Eglinton Avenue east of the Etobicoke Creek and the provision of a satisfactory bus link to Highway 427 southbound.

D.01.04  
(OW-43-87)



OW-44-87 That the Minister of Transportation and Communications be advised that the City of Mississauga Council has reviewed the proposed 5-year program and 6-10 year program for highway works within the City of Mississauga and requests the following:

- (1) That the completion of the Highway 401/403/410 interchange be prior to 1990;
- (2) That the Highway 403 arterial extension from Cawthra Road to Dixie Road be placed in the next 5-year program.

D.01.04  
(OW-44-87)

- OW-45-87
- (a) That Melissa Street from Confederation Parkway to Hurontario Street be confirmed as an integral part of the road network for the area bounded by Confederation Parkway, Hurontario Street, Dundas Street West, and Hillcrest Avenue.
  - (b) That engineering drawings be prepared showing the recommended alignment of Melissa Street.
  - (c) That upon approval of the alignment of Melissa Street by Council the Clerk's Department in conjunction with the Engineering Department and the Legal Department commence negotiations with the Peel Board of Education with respect to the acquisition of the right-of-way for the proposed Melissa Street alignment.
  - (d) That the construction of Melissa Street, Stage I, Hurontario Street to Cook Street, and the reconstruction of Cook Street from Melissa Street to Agnes Street be referred to the 1988 Capital Budget discussions for inclusion into the 1988 - 1998 Capital Budget.

J.05.01  
(OW-45-87)

OW-46-87 That the firm of Cumming-Cockburn and Associates Ltd. be retained to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987 at an upset limit of \$49,500.00 and a by-law enacted to authorize execution of the Agreement between the City and Cumming-Cockburn.

J.05.86035.01  
J.05.86035.02  
(OW-46-87)

- OW-47-87 (a) That GO Transit be advised that the City grants permission to GO Transit to construct and maintain at their expense a pedestrian grade separation over Burnhamthorpe Road at the Erindale GO Station.
- (b) That the Legal Department prepare the necessary agreement on the basis that there be no charges to GO Transit for occupancy of the City right-of-way.
- (c) That the final design and construction details of the structure be subject to the approval of the Commissioner of Engineering and Works and compliance with building permit requirements.

D.04.02  
(OW-47-87)

- OW-48-87 That the Barbertown Road Bridge be repaired, repainted and that the firm of Morrison & Hershfield be retained to provide expert supervision in structural repairs to the bridge and that funds in the amount of \$20,000.00 including \$5,000.00 in consulting fees be available in Account No.08212-05-4192-0200.

F.02.08  
(OW-48-87)

- OW-49-87 (a) That the Commissioner of Engineering and Works be authorized to retain a structural engineer to determine the extent of repair/reconstruction required to restore the acoustical fence to the rear of lots 1 to 3, Plan M-263, to a structurally certifiable condition.
- (b) That the Commissioner of Engineering and Works be authorized to engage a contractor to undertake the required repairs/reconstruction of the acoustical fence to the rear of lots 1 to 3, Plan M-263 and that all expenses incurred by the City be drawn from the developer's Letter of Credit currently valued at \$24,305.69.

B.06.263.01  
(OW-49-87)

February 18, 1987

- OW-50-87 That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street the developer be advised that the requirement for the installation of central air conditioning on Lots 31, 74, 75, 160-164, 171-176 and 194-196 (all inclusive) of that plan is waived on the condition that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.
- B.06.595.02  
(OW-50-87)
- OW-51-87 That notwithstanding the requirements of Condition 3(b), Schedule 'C' of the Servicing Agreement for Testimony Developments Limited, Plan 43M-595, located north of the Canadian Pacific Railway and west of Hurontario Street that the requirement for the installation of central air conditioning be waived on Lots 54, 55, 86, 88, 89, 90, 91, 93, 94, 95, 104, 150, 153, 154, 155, 156, 157, 197, 198, 199 and 200, on the understanding that that the dwellings on these lots are to be fitted with forced air heating systems with ducting sized to readily accommodate the future installation of central air conditioning units.
- B.06.595.02  
(OW-51-87)
- OW-52-87 That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Heswall Court Subdivision, Plan 43R-7783, C.A. 'B' 200/79-M, located north of the Queen Elizabeth Way east of Springbank Road and that the Letter of Credit securing the Engineering Agreement for Plan 43R-7783, (current value \$5,215.74) be released to the developer.
- B.08.01  
(OW-52-87)
- OW-53-87 (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Bridlepath Estates, Plan M-330, located north of Burnhamthorpe Road West and east of Mississauga Road and that the securities (current value \$31,814.00) be released to the developer, the United Lands Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-330 as public highway and part of the municipal system of the City of Mississauga.
- B.06.330.02  
(OW-53-87)



- OW-54-87 (a) That the City assume the municipal works constructed by the developer under the terms of a Letter of the Engineering Agreement for Erin Mills - Meadowvale West - Neighbour 307, Plan 43M-496 (located north of Britannia Road West and west of Erin Mills Parkway) and that securities valued at \$117,978.91 be released to the developer, Cadillac Fairview Corporation Limited.
- (b) That a by-law be enacted establishing a road allowance within Plan M-496 as public highway and part of the municipal system of the City of Mississauga.

B.06.496.02  
(OW-54-87)

- OW-55-87 That the report dated February 2, 1987 from the Commissioner of Engineering and Works with respect to the after hours operation of the Traffic Signal Control System be received.

J.05.82043  
(OW-55-87)

- OW-56-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition for eastbound traffic on Eglinton Avenue at Tomken Road.

F.06.04.07  
(OW-56-87)

- OW-57-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a u-turn prohibition on Dundas Street for a distance of 150 metres (492 ft.) east of Winston Churchill Boulevard.

F.06.04.07  
(OW-57-87)

- OW-58-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize one-hour parking, 7:00 a.m. to 7:00 p.m., Monday to Friday, on the outside of MacIntosh Crescent.

F.06.04.07  
(OW-58-87)

- OW-59-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize a reduction of the 72-hour extended parking area on the east side of Glen Erin Drive, to run between 30 metres (100 ft.) north of Shelter Bay Road and 15 metres (50 ft.) south of Gananoque Drive.

F.06.04.02  
(OW-59-87)

- OW-60-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to regarding housekeeping amendments to reflect the physical changes to on-site street signs.

F.06.04.01  
(OW-60-87)

- OW-61-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the housekeeping changes associated with the transfer of the northern portion of Hurontario Street from the Ministry of Transportation and Communications to the City of Mississauga.

F.06.04.01  
(OW-61-87)

- OW-62-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the implementation of Load Restrictions for 1987.

F.06.04.01  
(OW-62-87)

- OW-63-87 That the letter dated February 6, 1987, from Mr. D.R. Billett, Secretary of the Regional Street Names Committee advising that even if/when the A.L.I. 9-1-1- enhanced system is in place and operating it will not reduce the need to avoid duplicated street names in Peel be received for information and further that the letter be referred to the Region of Peel Administration and Finance Committee for discussion regarding the 9-1-1 Emergency System.

F.02.07  
(OW-63-87)

- OW-64-87 That "Dowling" not been approved as a street name for the Fitzwood Investments Subdivision T-83015 (lands located north of Britannia Road West and west of Second Line West).

T-83015  
F.02.07  
(OW-64-87)

- OW-65-87 That "Alpine Court" be approved as a street name for subdivision T-84044, Ferbro Construction (lands located at the north-east corner of Rogers Road and Glen Erin Drive).

T-84044  
F.02.07  
(OW-65-87)

- OW-66-87 That the following names be approved as street names for the First City Developments 21T-86048M:

Columbine	Prairie	Grosshill	Saltmarsh
Grossbeak	Sundew	Lady Slipper	Water Lily

T-86048  
F.02.07  
(OW-66-87)

- OW-67-87 That Menkes Industrial Park Ltd. be advised that "Alstep" and "Menway" have been approved as street names for the Menkes Subdivision T-76022 (lands located south of Derry Road East/east Dixie Road).

T-76022  
F.02.07  
(OW-67-87)

- OW-68-87 That Markborough Properties Ltd. be advised that the following names have been approved as street names for the Meadowvale Subdivisions T-86063, T-86065 and T-86096.

Agency	Milltower	Baltic	Officer
Continental	Shamrock	Dividend	States
Financial			

T-86063  
T-86065  
T-86096  
F.02.07  
(OW-68-87)

- OW-69-87 That Royal Mills Court and one of the Royal Credit street names be approved for subdivision T-85028, Central Erin Mills Neighbourhood 202A (lands located at the north-east corner of Eglinton Avenue West and Mississauga Road).

T-85028  
F.02.07  
(OW-69-87)



February 18, 1987

- OW-70-87 (a) That Staff Inspector C.M. O'Toole, Peel Regional Police Force, be advised that the City of Mississauga's By-law Enforcement staff cannot legally enforce the provisions of the O.S.P.C.A. Act.
- (b) The Peel Regional Police Force be asked to contact the Ministry of the Solicitor General to obtain more information on how the O.S.P.C.A. Act is enforced in other jurisdictions in the Province of Ontario by local police forces.
- (c) That the Solicitor General be requested to consider amendments to the Ontario Society for the Prevention of Cruelty to Animal Acts to permit municipal by-law enforcements to be designated as special constables for purposes of enforcement of the Act.
- L.07.01.02  
L.07.04.01  
(OW-70-87)
- OW-71-87 That a by-law be enacted to authorize execution of the Quit Claim Deed to quit claim its right, title and interest in part of the road allowance between Lot 8, Range 5 NDS and Lot 23, Concession 2 NDS (4360 Creditview Road).
- OZ/44/86  
(OW-71-87)
- OW-72-87 That the report dated January 26, 1987, from the Commissioner of Finance and Treasurer on the financing of the Sawmill Creek watercourse improvement in Central Erin Mills Neighborhood 210/211 be received.
- B.06.685.02  
(OW-72-87)
- OW-73-87 That the report dated February 18, 1987, from the Planning and Building Department on Fencing Policy be received for information.
- L.05.01  
(OW-73-87)
- OW-74-87 That a by-law be enacted to authorize execution of a Grant of Easement from the City of Mississauga in favour of Hydro Mississauga over part of Crombie Road closed by By-law 9-86 south of Wedmore Way described as Part 2 on Plan 43R-13067.
- E.02.02.02.19  
(OW-74-87)

OW-75-87 (a) That a by-law be enacted to authorize execution of Deed of Conveyance to the Peel Board of Education over part of the east half of Lot 5, Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 subject to the retention of an easement in favour of the City of Mississauga (Dolphin Public School).

(b) That a by-law be enacted to authorize execution of an Easement Agreement in favour of the Regional Municipality of Peel over part of the east half of Lot 5 Concession 5 WHS described as Part 2 on Reference Plan 43R-13893 (Dolphin Public School).

J.05.85016  
(OW-75-87)

OW-76-87 That a by-law be enacted to authorize execution of a Conveyance of Easement by the City of Mississauga from Ontario Hydro over Part of Lot 20, Concession 2 NDS, further described as Parts 1 to 9, inclusive on deposited Reference Plan 43R-13792 (Heritage Hills Subdivision).

B.06.728.06  
(OW-76-87)

OW-77-87 That a by-law be enacted to authorize execution of an Easement in favour of William and Lola Kemper for a septic tile bed over Part of Lot 3, Range 2 SDS, Part 1, Plane 43R-14125 (closed out portion of Blythe Road).

E.02.02.02.20  
(OW-77-87)

OW-78-87 That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of Perivale Road north of Beacon Lane on Registered Plan 43M-506 provided further that the developer, Heritage Oaks Investments Inc., is responsible to absorb all associated costs in connection with the closure.

B.06.506.01  
(OW-78-87)

OW-79-87 That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up part of a 15.24m (50 ft.) daylighting triangle at the northwest corner of Hurontario Street and Mineola Road West described as Part 2 on Reference Plan 43R-13569 and that the City agree to convey the said closed out daylighting triangle to Lou Parsons Enterprises Inc. at the price of \$7,530.00.

F.02.03  
E.02.02.23  
(OW-79-87)

OW-80-87 That the Traffic Safety Council initiate a meeting, inviting all parent/teachers associations and school principals at the elementary level, to consider an awareness campaign with respect to the dangerous situation created when vehicles are stopped/parked in prohibited zones in front of schools to drop off/pick up children.

F.06.03.06  
(TSC-1-87)

OW-81-87 That the Site Inspection Subcommittee of the Traffic Safety Council carry out an afternoon inspection with respect to the need for a crossing guard at Meadows Boulevard and Molly Avenue, and that an invitation to participate in that site inspection be extended to the parents who attended the Traffic Safety Council Meeting on January 28, 1987, in this regard.

F.06.03.02  
(TSC-2-87)

OW-82-87 That a crossing guard be placed at Plowman's Park Public School, 5940 Montevideo Road, to work in conjunction with the school patrol system.

F.06.03.02  
(TSC-3-87)



OW-83-87 That the report, dated January 7, 1987, from Mr. W. P. Taylor, Commissioner of Engineering & Works, to the Traffic Safety Council on January 28, 1987, with respect to the following matters, be received for information:

- speeding on Windwood Dr in the vicinity of Featherhead Cres,
- parking of school buses on Rathburn Rd near Meadows Blvd,
- school crossing at Lakeshore Rd/John St,
- speed limit on Paisley Blvd from Mavis Rd to Callum Ave,
- traffic safety at St. Clare School, Glen Erin Dr
- parking on Woodington Dr at Sts Peter and Paul School,
- school crossing sign on Bishopstoke Ln,
- wheelchair access at Queen Elizabeth School.

F.06.03  
(TSC-4-87)

OW-84-87 That the report dated December 3, 1986, from Mr. W. P. Taylor, Commissioner of Public Works, to the Traffic Safety Council on January 28, 1987, with respect to the school crossing on Lakeshore Road at John Street, be received for information.

F.06.03.02  
(TSC-5-87)

OW-85-87 That the letter dated December 30, 1986, from Tom G. Howe, Regional Business Officer, Peel Board of Education, considered by the Traffic Safety Council on January 28, 1987, responding to concerns regarding the transportation of Mr. John Walton's son, 2365 Confederation Parkway, Apt 701, to Floradale Public School, be received for information.

F.06.03.04  
(TSC-6-87)

OW-86-87 That the letter dated December 17, 1986, from Michael Bator, Principal, Saints Martha and Mary School, 1760 Bough Beeches Boulevard, considered by the Traffic Safety Council on January 28, 1987, offering praise for the recent installation of a crossing guard, be received for information.

F.06.03.02  
(TSC-7-87)

- OW-87-87
- (a) That Floradale Public School, 210 Paisley Boulevard West, be requested to implement a "walk-a-block" program in an attempt to alleviate the dangerous situation which exists where vehicles are parking/stopping in prohibited zones to pick up/drop off children.
  - (b) That the Peel Board of Education be requested to consider the installation of speed bumps on school property at Floradale Public School, 210 Paisley Boulevard West.
  - (c) That the Engineering & Works Department investigate the installation of "no stopping" signs on the south side of Floradale Drive in front of Floradale Public School, and "no parking" signs on the north side.
  - (d) That a small section of sidewalk be constructed on the north side of Floradale Drive from Consulate Road, west to the existing sidewalk.
  - (e) That the Peel Regional Police be requested to have selective Traffic Enforcement Units monitor the area of Floradale Public School, 210 Paisley Boulevard West for speeding violations.

F.06.03.06

L.07.02.01

(TSC-8-87)

- OW-88-87
- That a temporary crossing guard be placed at Hurontario Street and Mineola Road, commencing September 8, 1987, upon the designation of Mineola Public School as a French Immersion site, pending site inspections after September 18, 1987.

F.06.03.02

(TSC-9-87)

- OW-89-87
- That the letter dated December 30, 1986, from Tom G. Howe, Regional Business Officer, Peel Board of Education, to the Traffic Safety Council on January 28, 1987, advising that pursuant to the recommendation of the Traffic Safety Council (TSC-94-86 - October 29, 1986), the Principal of Cashmere Public School has been advised that students exiting from Palisander Avenue are directed to walk westerly on the north side of Paisley Boulevard and cross at Cashmere Avenue, be received for information.

F.06.03.02

(TSC-10-87)

February 18, 1987

OW-90-87 That the letter dated December 3, 1986, from K. R. Barnhart, Superintendent, Officer in Charge, #12 Division, Peel Regional Police Force, to the Traffic Safety Council on January 28, 1987, enclosing a response to concerns expressed by Mrs. Diane Demidow, 7606 Darcel Avenue, regarding traffic on and near Darcel Avenue, be received for information.

F.06.04.02  
F.06.04.10  
(TSC-11-87)

- OW-91-87
- (a) That the rules and procedures for the issuance of additional taxicab owner's licenses as set out in Public Vehicle Licensing By-law 697-84, as amended, and contained in the procedural guidelines adopted by City Council on January 28, 1985, be carried out in the normal manner for the 1987 licence issuance.
  - (b) That after posting the names of applicants from the Priority List who are being considered for issuance of a licence and NO OBJECTIONS are received, staff issue the appropriate number of additional licences and report the licence issuance to City Council.
  - (c) That where OBJECTIONS are received against an applicant whose name has been posted, the application shall be referred to the Licence Appeal Committee for further consideration.
  - (d) That the ratio of 1 cab/1,485 population be adopted as the new ratio guideline figure to be used in calculating the required number of taxicabs to properly service the City.
  - (e) That, in accordance with the ratio of 1 cab/1,485 population, 24 additional taxicab owner's licenses be issued in the following manner:
    - i) 5 in March 1987.
    - ii) 5 in May 1987.
    - iii) 5 in September 1987.
    - iv) 5 in October 1987
    - v) 4 in November 1987.
  - (f) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to increase the "Limitation Number" of taxicab owner's licenses by 24 to a total of 403.
  - (g) That sufficient number of successful applications from the Taxicab Owner's Priority Waiting List be processed to fulfill the "New Limitation of Owner's Licenses" total, keeping in mind any appeals that may be pending.



- (h) That for each issuance period the taxicab owner's fees in effect at that time will be applied.
- (i) That the deputation by Mr. Peter G. Danevicius, Director of Dispatch, Blue & White Taxi Co-op Ltd. to the Public Vehicle Authority on February 10, 1987, be received, and referred to staff for consideration when a review of the method used in determining the number of licenses issued and the impact of the additional licenses on the industry and service to the public, takes place in the fall of 1987.

L.08.04.02  
(PVA-6-87)

- OW-92-87
- (a) That the joint report dated February 3, 1987, from Mr. W. P. Taylor, Commissioner of Engineering & Works, and Mr. L. W. Stewart, City Solicitor, to the Public Vehicle Authority on February 10, 1987, relating to amendments to Subsection 62(2) of Public Vehicle Licensing By-law 697-84, as amended, with respect to the Priority List, be adopted as amended at the Public Vehicle Authority meeting of February 10, 1987.

- (b) That the Public Vehicle Licensing By-law 697-84, as amended, be amended to reflect these changes.

L.08.04.02  
(PVA-7-87)

- OW-93-87
- That the deputation of Mr. E. Chiti, 2018 Kempton Park Drive, Mississauga to the Public Vehicle Authority on February 10, 1987, regarding the removal of his name from the Priority List, be received, and Mr. Chiti's letter dated February 2, 1987, be referred to staff for report back to the Public Vehicle Authority.

L.08.04.02  
(PVA-8-87)

- OW-94-87 That the deputation of Mr. Frank Hubbs, Taxicab #311, to the Public Vehicle Authority on February 10, 1987, regarding the removal of his name from the Priority List be received, and referred to staff for a report back to the Public Vehicle Authority.
- L.08.04.02  
(PVA-9-87)
- OW-95-87 That the request by Mr. H. Mangat to amend the Public Vehicle Licensing By-law 697-84, as amended, to recognize the positions of President and Secretary-Treasurer of Cab Care Co-Operative as acceptable occupations to remain on the Priority List be approved, subject to a review of these positions in two years time, and that staff be directed to prepare the necessary amendments to By-law 697-84, as amended.
- L.08.04.02  
(PVA-10-87)
- OW-96-87 That the submission by Mr. F. Thiel to the Public Vehicle Authority on February 10, 1987, regarding proposed changes to Schedule 5, By-law 697-84, as amended, Taxicab Owner's Priority List requirements be received and referred to staff for a report back to the Public Vehicle Authority.
- L.08.04.02  
(PVA-11-87)
- OW-97-87 That the transfer fee payable upon the transfer of an airport public transportation vehicle owners plate be \$500 for the first transfer and \$200 for each additional transfer, and that Public Vehicle Licensing By-law 697-84, as amended, be amended accordingly.
- L.08.02  
(PVA-12-87)

OW-98-87 That Mr. Gyorgy Takacs, driver of Mississauga Taxicab 359, be nominated as Taxicab Driver of the Month of January 1987, for his action returning a purse left in his taxicab, and refusing any remuneration.

L.08.04.04  
(PVA-13-87)

OW-99-87 That Avtar Singh Uppal, driver of Airport Public Transportation Vehicle 145, be nominated as Taxicab Driver of the Month of February 1987, for returning a case containing items of great sentimental value to its owner.

L.08.04.04  
(PVA-14-87)

OW-100-87 (a) That the deputation of Mr. B. Maalouf, Manager, Air Travellers Cab Service to the Public Vehicle Authority on February 10, 1987, regarding a proposed increase in brokerage dues effective January 1, 1987, be received.

(b) That the deputation by Mr. S. Yehia, to the Public Vehicle Authority on February 10, 1987, regarding serious problems with the management of Air Travellers Cab Service, be received.

(c) That the information contained in the deputation of Mr. B. Maalouf and Mr. S. Yehia be referred to staff for investigation and an immediate report back to the Mayor and to the Chairman of the Public Vehicle Authority.

L.08.03  
(PVA-15-87)

OW-101-87 That Mr. P. E. Allen, Commissioner of Planning, Region of Peel, be notified that the City of Mississauga does not object to the application to the Ontario Highway Transport Board by Transtario Bus Lines Inc to carry passengers and express freight through Mississauga.

L.08.03  
(PVA-16-87)



OW-102-87 That a Subcommittee composed of representatives of the Public Vehicle Authority and City Brokerages meet to study the issue of surcharges to taxicab and limousine drivers, and report their findings to the Public Vehicle Authority.

L.08.02  
(PVA-17-87)

FEBRUARY 25, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, FEBRUARY 25, 1987, 9:00 A.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

NOTE: A CURRENT BUDGET UPDATE IS SCHEDULED FOR 9:30 A.M.  
AND A CIVIC CENTRE BRIEFING SESSION IS SCHEDULED FOR 10:30 A.M.

Members: Councillor H. Kennedy  
Councillor L. Taylor  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook (Chairman)  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department  
Date: February 19, 1987

Committee Members are requested to contact the appropriate Department Heads  
prior to the meeting if greater explanation or detail is required with regard  
to any item on this agenda.



INDEX - OPERATIONS AND WORKS COMMITTEE - FEBRUARY 25, 1987

NOTE: A CURRENT BUDGET UPDATE IS SCHEDULED FOR 9:30 A.M.  
AND A CIVIC CENTRE BRIEFING SESSION IS SCHEDULED FOR 10:30 A.M.

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	J.07.02.012	Mississauga Clean City Campaign - 1987 Grant
2.	D.02.02.01 D.02.04	Pedestrian Crossings on the C.N.R. Oakville Subdivision Line
3.	F.06.04.02	Mississauga Road Dundas Street to Burnhamthorpe Road - Heavy Vehicles
4.	F.06.04.01	Lakeshore Road East - Parking Amendments

CITY OF MISSISSAUGA

A G E N D A

NOTE: A CURRENT BUDGET UPDATE IS SCHEDULED FOR 9:30 A.M.  
AND A CIVIC CENTRE BRIEFING SESSION IS SCHEDULED FOR 10:30 A.M.

OPERATIONS AND WORKS COMMITTEE

FEBRUARY 25, 1987

MATTERS FOR CONSIDERATION:

1. Report dated February 16, 1987, from the Commissioner of Engineering and Works regarding the 1987 Grant for Mississauga Clean City Campaign. The amount requested this year by MCCC is \$80,650.00 which represents an increase of 3.4% over the 1986 approved figure of \$78,000.00. The MCCC have requested an interim payment of \$40,325.00 to keep them operating until April 30, 1987. By that time the entire grant of \$80,650.00 will be formally dealt with as part of current budget approval.

RECOMMENDATION:

That the City Treasurer be authorized to issue a cheque to the Mississauga Clean City Campaign in the amount of \$40,325.00 and that the balance of the grant in the amount of \$40,325.00 be dealt with at the time of Current Budget approval.

J.07.02.01

RECOMMEND ADOPTION

2. Report dated February 17, 1987, from the Commissioner of Engineering and Works regarding Pedestrian Crossings on the C.N.R. Oakville Subdivision Line. A site meeting was held on February 16, 1987, concerning various level crossings on the C.N.R. Oakville Subdivision Line.

Enclosed is a letter addressed to Mr. K. Tikkanen dated January 19, 1987, which provides some background information. It was agreed that pedestrian gates would be installed at Ogden Avenue, Alexander Avenue and Clarkson Road, together with some upgrading of the pedestrian crossing (sidewalk) as well as channelization works involving fencing which would attempt to funnel the pedestrians into the gate location. The City of Mississauga would be responsible for 12-1/2% of the cost of the gate installations which are estimated to be in the order of \$180,000.00 which would result in our share being approximately \$22,500.00. The balance of the cost would be payable 80% by the C.T.C. and 7-1/2% by the C.N.R. Over and above that the City of Mississauga would be responsible for 100% for upgrading the sidewalk and associated fencing for channelization of the pedestrians. Funds are available for this work in Account No. P.N. 84-905

RECOMMENDATION:

That the Railway Transport Committee of the C.T.C. be advised that the City of Mississauga accepts 12-1/2% of the cost of the installation of pedestrian gates on the C.N.R. Line Oakville Subdivision at Ogden Avenue, Alexander Avenue, and Clarkson Road, with the balance of the cost being funded by the C.T.C. and the C.N.R. and further, that the City of Mississauga accepts 100% of the cost of upgrading the sidewalks and associated fencing in conjunction with these works.

D.02.02.01  
D.02.04

RECOMMEND ADOPTION

3. Report dated February 10, 1987, from the Commissioner of Engineering and Works regarding Heavy Vehicles on Mississauga Road, Dundas Street to Burnhamthorpe Road. As a result of a request from Councillor Mahoney, Engineering personnel completed a review of heavy truck traffic on Mississauga Road between Dundas Street and Burnhamthorpe Road.

This review indicated occasional use of the roadway by delivery vehicles, but little, if any, use by construction vehicles as originally suspected. A letter however, was forwarded to the Proctor and Redfern firm, consultants for the active construction projects in the area, requesting that all construction vehicles use alternate routes.



Councillor Mahoney has suggested that perhaps an increase in the fines/demerit points for heavy truck violations is required to deter drivers from using this prohibited truck route, since it is classified as a scenic route. The Legal Department has advised that a magistrate has the authority to impose larger fines (up to two thousand dollars) for any municipal infraction, and that Council for the Municipality would have to petition the Crown Attorney of the Region of Peel to request such an increase in the fines for said violations with respect to Mississauga Road and its scenic route classification.

Councillor Mahoney has requested that City Council petition the Crown Attorney of the Region of Peel in this regard.

**RECOMMENDATION:**

That the Crown Attorney for the Region of Peel be requested to impose increased fines to act as a deterrent when prosecuting charges under the "No Heavy Trucks" by-law as it pertains to Mississauga Road as a scenic route.

F.06.04.06

**RECOMMEND ADOPTION**

4. Report dated February 13, 1987, from the Commissioner of Engineering and Works with respect to housekeeping amendments to Traffic By-law 444-79 required as a result of a maintenance survey of the metered parking in Port Credit which has indicated that since the completion of the Lakeshore Road East reconstruction, some differences were noted between the actual field conditions and existing By-law 444-79 text.

The attached amending By-law will rectify the situation caused by the reconstruction of Lakeshore Road East. Specifically, the physical widening of Lakeshore Road East and various cross streets has generally caused the parking offset distances to be decreased. New metered parking layouts were created as well. This by-law does not add or delete signing in the field.

**RECOMMENDATION:**

That a by-law be enacted to amend Schedules 3 and 7 of Traffic By-law No. 444-79, as amended, to reflect field conditions as a result of the Lakeshore Road East reconstruction.

F.06.04.01

**RECOMMEND ADOPTION**



# City of Mississauga

## MEMORANDUM

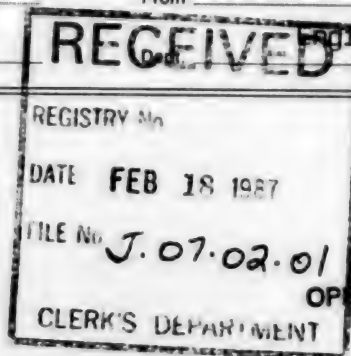
To: Chairman and Members of the  
Operations and Works Committee

From: Wm. P. Taylor, Commissioner  
Engineering and Works

Dept.

Files: 15 111 00003  
22 111 00006  
11 141 00010  
11 321 87003

February 16, 1987



SUBJECT: 1987 Grant for Mississauga Clean City Campaign

ORIGIN: Engineering and Works

COMMENTS: We are in receipt of a request from Mrs. Joan Phillips on behalf of Mississauga Clean City Campaign, copy of correspondence attached.

The amount requested this year by MCCC is \$80,650.00 which represents an increase of 3.4% over the 1986 approved figure of \$78,000.00. The MCCC have requested an interim payment of \$40,325.00 to keep them operating until April 30, 1987. By that time the entire grant of \$80,650.00 will be formally dealt with as part of current budget approval and therefore we would support an interim payment in that amount.

RECOMMENDATION: That the City Treasurer be authorized to issue a cheque to the Mississauga Clean City Campaign in the amount of \$40,325.00 and that the balance of the grant in the amount of \$40,325.00 be dealt with formally by Council at the time of Current Budget approval.

*William P. Taylor*  
Wm. P. Taylor, P. Eng.  
Commissioner  
Engineering and Works

c.c. D. Lychak  
L. J. Harvey  
W. S. Vinter

Attach.

*[Signature]*  
0530E/65F



**MISSISSAUGA  
CLEAN CITY CAMPAIGN**

Clarke Hall, 161 Lakeshore Road West  
Mississauga, Ontario, L5H 1G3 274-6222

12 February, 1987

**FEB 25 1987**

Mr. Wm. P. Taylor,  
Commissioner of Engineering, OPERATIONS/WORKS  
City of Mississauga,  
300 City Centre Drive,  
Mississauga, Ontario  
L5B 3C1

Dear Mr. Taylor,

On 17 October, 1986, we applied for a grant of \$ 80,650. through Engineering and Works Department. We now understand that the 1987 grants will not be approved or paid for sometime.

We are already having problems meeting our financial commitments and would appreciate receiving your consideration and approval of a prepayment of possibly fifty percent (50%) of the grant.

Our new and improved education program is very popular with the staff and students of our schools and indeed we are receiving many requests for advice and copies of same from other municipalities and agencies. We do ask that credit be given to City of Mississauga or Mississauga Clean City Campaign.

Looking forward to our next meeting and a chance to bring you up-to-date on all our activities. If in the meantime there are any queries please let me know.

Hoping that the above request meets with your approval,

*by hand*  
ENGINEERING & WORKS DEPARTMENT

RECEIVED FILE  
FEB 13 1987

Yours very truly,

*Joan Phillips*  
Joan Phillips (Mrs)  
Executive Director

*Angus*  
~~XXXXXXXXXX~~  
~~XXXXXXXXXX~~  
~~XXXXXXXXXX~~  
~~XXXXXXXXXX~~  
jep





# City of Mississauga

## MEMORANDUM

2

To: Chairman and Members of the  
Operations and Works Committee  
Dept. \_\_\_\_\_

From: Wm. P. Taylor, Commissioner  
Engineering and Works  
Dept. \_\_\_\_\_

Files: 11 141 00039  
22 171 00002

FEB 25 1987

February 17, 1987

### OPERATIONS/WORKS

#### SUBJECT:

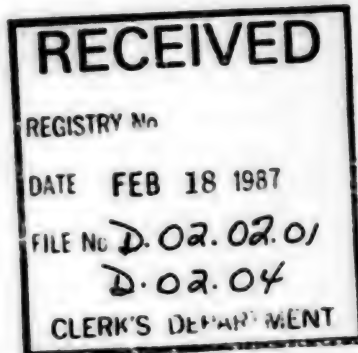
Pedestrian Crossings on the C.N.R. Oakville Subdivision Line, City of Mississauga.

#### SOURCE:

Engineering and Works

#### COMMENTS:

A site meeting was held on February 16, 1987, concerning various level crossings on the C.N.R. Oakville Subdivision Line.



Enclosed is a letter addressed to Mr. K. Tikkanen dated January 19, 1987, which provides some background for your information. It was agreed that we would install pedestrian gates at Ogden Avenue, Alexander Avenue and Clarkson Road, together with some upgrading of the pedestrian crossing (sidewalk) as well as channelization works involving fencing which would attempt to funnel the pedestrians into the gate location. The City of Mississauga would be responsible for 12-1/2% of the cost of the gate installations which are estimated to be in the order of \$180,000.00 which would result in our share being approximately \$22,500.00. The balance of the cost would be payable 80% by the C.T.C. and 7-1/2% by the C.N.R. Over and above that the City of Mississauga would be responsible for 100% for upgrading the sidewalk and associated fencing for channelization of the pedestrians. Funds are available for this work in Account No. P.N. 84-905

#### RECOMMENDATION:

That the Railway Transport Committee of the C.T.C. be advised that the City of Mississauga accepts 12-1/2% of the cost of the installation of pedestrian gates on the C.N.R. Line Oakville Subdivision at Ogden Avenue, Alexander Avenue, and Clarkson Road, with the balance of the cost being funded by the C.T.C. and the C.N.R. and further, that the City of Mississauga accepts 100% of the cost of upgrading the sidewalks and associated fencing in conjunction with these works.

*William P. Taylor*  
Wm. P. Taylor, P. Eng.  
Commissioner,  
Engineering and Works.

2(a)



File: 22 171 00002

January 19, 1987

OPERATIONS/WORKS FEB 25 1987

Mr. K. C. Tikkanen,  
Director General  
Engineering Branch, RTC,  
15 Eddy Street, 14th Floor,  
Ottawa, Ontario,  
K1A 0N9.

Dear Mr. Tikkanen:

Re: Pedestrian Crossings -  
C.N. Oakville Subdivision between Mileages 10.59 and 16.09

Thank you for your letter of December 12, 1986, received by us on December 23, 1986, concerning the above noted subject.

I agree that we should try a pilot project on the C.N. Oakville Subdivision line and, with respect to the locations suggested in your letter, I would concur that Ogden Avenue, Alexandra Avenue and Clarkson Road crossings are reasonably good locations for the pilot project. I pointed out to Operations and Works Committee that fatalities quite often occur by the second train hitting the pedestrian and, notwithstanding the fact that there are some disadvantages to gates, in my opinion there is a distinct advantage on multiple track lines. All of those crossing involve three tracks.

Interviewing of the users of the crossings is also worthwhile in that it will give us some idea as to the distribution of the age, especially school children and elderly people. I would suggest that staff of our respective Authorities come up with a proposed design including all of the possibilities outlined in your letter as well as possible upgrading of the existing surface facilities together with an estimated cost and then we can go to our respective approval Authorities with an actual proposal and actual costs.

In the meantime I am forwarding a copy of my letter to the Mayor and respective Ward Councillors in order that they can be kept informed. Site inspections will have to be carried out with representatives of the R.T.C., C.N.R., and our Department.

..2

THE CORPORATION OF THE CITY OF MISSISSAUGA  
300 CITY CENTRE DRIVE, MISSISSAUGA, L5B 3C1  
TELEPHONE (416) 896-5000

Mr. K. C. Tikkanen  
January 19, 1987  
Page 2

2(h)

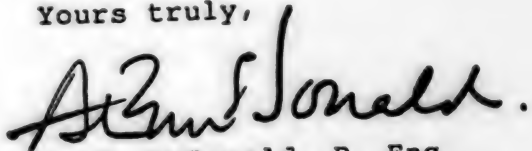
Re: Pedestrian Crossings

By copy of this memorandum to Mr. Ian Naish, I am requesting that he set up a meeting as soon as is reasonably possible with all of the appropriate parties. Perhaps we could set one day aside where the meeting could be convened in the Mississauga Civic Centre in my office on the 11th Floor and then we could go on site to review the three level crossings or whatever other arrangements you deem appropriate.

I am also copying this letter to all of the personnel copied by you in your letter for their information.

Once again, thank you for your co-operation and we look forward to getting the project underway in 1987.

Yours truly,



A. E. McDonald, P. Eng.  
Director, Construction and Operations

c.c. Mayor H. McCallion  
Councillor P. Mullin  
Councillor H. Kennedy  
W. P. Taylor, Commissioner of Public Works  
Mr. S. A. Cantin, General Solicitor, C.N.R.  
Mr. B. Hogan, Regional Manager, Operations, Great Lakes  
Region, C.N.R. Suite 805, 277 Front Street West, Toronto,  
Ontario, M5V 2X7  
Mr. M. D. Lacombe, Regional Director, R.T.C., Toronto, Ont.  
Mr. D. D. Davidson, Regional Manager of Transportation, VIA  
Rail, 20 King Street West, 5th Floor, Toronto, Ont., M5H 1C4  
Mr. J. Bateman, Manager, Rail Operations, GO Transit, 555  
Wilson Ave., Downsview, Ont. M3M 5Y6  
L. Mailer





## City of Mississauga

### MEMORANDUM

File: 11 141 00045  
13 211 00024

To: Chairman and Members of  
Operations and Works Committee.  
Dept.

From: William P. Taylor, P.Eng.,  
Engineering & Works Dept.  
Dept.

February 10, 1987.

FEB 25 1987

#### OPERATIONS/WORKS

**SUBJECT:** Heavy Vehicles on Mississauga Road, Dundas Street to Burnhamthorpe Road.

**SOURCE:** Engineering & Works Department.

**COMMENTS:** As a result of a request from Councillor Mahoney, Engineering personnel completed a review of heavy truck traffic on Mississauga Road between Dundas Street and Burnhamthorpe Road.

**RECEIVED**

REGISTRY No

DATE FEB 18 1987

FILE No F.0604.06

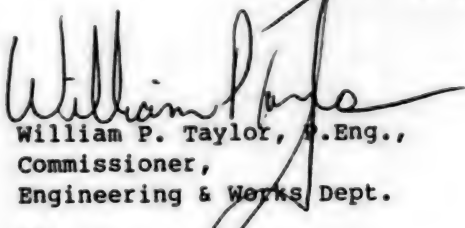
CLERK'S DEPARTMENT

This review indicated occasional use of the roadway by delivery vehicles, but little, if any, use by construction vehicles as originally suspected. A letter however, was forwarded to the Proctor and Redfern firm, consultants for the active construction projects in the area, requesting that all construction vehicles use alternate routes.

Councillor Mahoney has suggested that perhaps an increase in the fines/demerit points for heavy truck violations is required to deter drivers from using this prohibited truck route, since it is classified as a scenic route. The Legal Department has advised that a magistrate has the authority to impose larger fines (up to two thousand dollars) for any Municipal infraction, and that Council for the Municipality would have to petition the Crown Attorney of the Region of Peel to request such an increase in the fines for said violations with respect to Mississauga Road and its scenic route classification.

Councillor Mahoney has requested that City Council petition the Crown Attorney of the Region of Peel in this regard.

**RECOMMENDATION:** That City Council petition the Crown Attorney for the Region of Peel to request an increase in fines to act as a deterrent when prosecuting charges under the "No Heavy Trucks" by-law as it pertains to Mississauga Road as a scenic route.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

AB/dab  
0487E



City of Mississauga

MEMORANDUM

File: 11 141 00011  
11 161 00011  
13 111 00003

4

To: Chairman and Members of  
Operations and Works Committee  
Dept.

RECEIVED

From: William P. Taylor, P.Eng.,

Dept. Engineering & Works Dept.

February 13, 1987.

FEB 13 1987

F.06.04.01

OPERATIONS/WORKS

FEB 25 1987

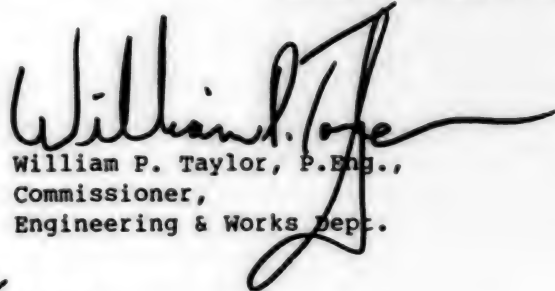
SUBJECT: Housekeeping By-law to amend Traffic By-law 444-79.


SOURCE: Engineering and Works Department.

COMMENTS: A maintenance survey of our metered parking in Port Credit has indicated that since the completion of the Lakeshore Road East reconstruction, some differences were noted between the actual field conditions and existing By-law 444-79 text.

The attached amending By-law will rectify the situation caused by the reconstruction of Lakeshore Road East. Specifically, the physical widening of Lakeshore Road East and various cross streets has generally caused the parking offset distances to be decreased. New metered parking layouts were created as well. This by-law does not add or delete signing in the field.

RECOMMENDATION: That a by-law be passed authorizing housekeeping changes to Schedule 3 and 7 of Traffic By-law 444-79, as amended.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Engineering & Works Dept.

  
MJF/dab  
0487E  
Attach.

4(a)



BY-LAW NUMBER

A By-law to amend By-law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 7 of By-law No. 444-79, as amended, be amended by DELETING the following:

SCHEDULE 7  
PARKING METER CONTROL

Column 1 Highway	Column 2 Side	Column 3 Max. Parking Between	Column 4 Period	Column 5 Rate	Column 6 Times
Brant Avenue	West	Lakeshore Road East & a point 50 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Brant Avenue	East	Lakeshore Road East & a point 32 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Briarwood Avenue	West	Lakeshore Road East & a point 53 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Briarwood Avenue	East	Lakeshore Road East & a point 35 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Mohawk Avenue	Both	Lakeshore Road East & a point 46 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Oakwood Avenue	West	Lakeshore Road East & a point 44 metres southerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Oakwood Avenue	East	Lakeshore Road East & a point 53 metres southerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted

.../2





4(h)

2. THAT Schedule 7 of By-law No. 444-79, as amended, be amended by ADDING the following:

SCHEDULE 7  
PARKING METER CONTROL

Column 1 Highway	Column 2 Side	Column 3 Max. Parking Between	Column 4 Period	Column 5 Rate	Column 6 Times
Brant Avenue	West	Lakeshore Road East & a point 56 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Brant Avenue	East	Lakeshore Road East & a point 37 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Briarwood Avenue	West	Lakeshore Road East & a point 57 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Briarwood Avenue	East	Lakeshore Road East & a point 40 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Mohawk Avenue	Both	Lakeshore Road East & a point 51 metres northerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Oakwood Avenue North	West	Lakeshore Road East & a point 48 metres southerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted
Oakwood Avenue South	East	Lakeshore Road East & a point 61 metres southerly thereof	1 hour	5¢/quarter hour 10¢/half hour 20¢/one hour	10 a.m./5p.m. Mon. to Sat. Holidays excepted

3. THIS By-law shall not become effective until the portions of the highway(s) affected are properly signed.

ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 1987.

MAYOR

CLERK



4(c)



BY-LAW NUMBER \_\_\_\_\_

A By-Law to amend By-Law No. 444-79, as amended.

THE COUNCIL of The Corporation of The City of Mississauga ENACTS as follows:

1. THAT Schedule 3 of By-Law No. 444-79, as amended, be amended by DELETING the following:

SCHEDULE 3  
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times
Briarwood Avenue	East	A point 60 metres north of the north limit of Lakeshore Road and Queen Street	Anytime
Briarwood Avenue	West	Lakeshore Road and Queen Street	Anytime
Hiawatha Parkway	West	Lakeshore Road and Cumberland Drive	Anytime
Oakwood Avenue South	West	Lakeshore Road and Lake Ontario	Anytime

2. THAT Schedule 3 of By-law No. 444-79, as amended, be amended by ADDING the following:

SCHEDULE 3  
NO PARKING

Column 1 Highway	Column 2 Side	Column 3 Between	Column 4 Times
Briarwood Avenue	East	A point 40 metres north of Lakeshore Road East and Queen Street East	Anytime
Briarwood Avenue	West	A point 57 metres north of Lakeshore Road East and Queen Street East	Anytime
Hiawatha Parkway	West	A point 37 metres south of Lakeshore Road East and Cumberland Drive	Anytime
Oakwood Avenue South	West	A point 48 metres south of Lakeshore Road East and the south limit of roadway	Anytime

3. This By-Law shall not become effective until the portions of the highway(s) affected are properly signed.



ENACTED AND PASSED THIS \_\_\_\_\_ day of \_\_\_\_\_ 1987.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**CITY OF MISSISSAUGA**

**MINUTES**

**MEETING FOUR EIGHTY-SEVEN**

**NAME OF COMMITTEE:** OPERATIONS AND WORKS

**DATE OF MEETING:** WEDNESDAY, FEBRUARY 25, 1987, 9:15 A.M.

**PLACE OF MEETING:** HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

**MEMBERS PRESENT:** Councillor H. Kennedy  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook  
Councillor S. Mahoney  
Councillor T. Southorn (Chairman)

**MEMBERS ABSENT:** Councillor D. Cook  
Mayor H. McCallion (Ex-Officio)

**OTHERS PRESENT:** Councillor P. Mullin  
Councillor M. Prentice

**STAFF PRESENT:** Mr. D.A. Lychak, City Manager  
Mr. A. McDonald, Director, Engineering and Works  
Mr. L.W. Stewart, City Solicitor  
Ms. L. Mailer, Committee Coordinator  
Mr. T.L. Julian, City Clerk

**MATTERS CONSIDERED:**

1. Report dated February 16, 1987, from the Commissioner of Engineering and Works regarding the 1987 Grant for Mississauga Clean City Campaign. The amount requested this year by MCCC is \$80,650.00 which represents an increase of 3.4% over the 1986 approved figure of \$78,000.00. The MCCC have requested an interim payment of \$40,325.00 to keep them operating until April 30, 1987. By that time the entire grant of \$80,650.00 will be formally dealt with as part of current budget approval.



RECOMMENDATION:

That the City Treasurer be authorized to issue a cheque to the Mississauga Clean City Campaign in the amount of \$40,325.00 and that the balance of the grant in the amount of \$40,325.00 be dealt with at the time of Current Budget approval.

J.07.02.01

Approved

See Recommendation OW-103-86 (D. Culham)

2.

Report dated February 17, 1987, from the Commissioner of Engineering and Works regarding Pedestrian Crossings on the C.N.R. Oakville Subdivision Line. A site meeting was held on February 16, 1987, concerning various level crossings on the C.N.R. Oakville Subdivision Line.

Enclosed is a letter addressed to Mr. K. Tikkanen dated January 19, 1987, which provides some background information. It was agreed that pedestrian gates would be installed at Ogden Avenue, Alexander Avenue and Clarkson Road, together with some upgrading of the pedestrian crossing (sidewalk) as well as channelization works involving fencing which would attempt to funnel the pedestrians into the gate location. The City of Mississauga would be responsible for 12-1/2% of the cost of the gate installations which are estimated to be in the order of \$180,000.00 which would result in our share being approximately \$22,500.00. The balance of the cost would be payable 80% by the C.T.C. and 7-1/2% by the C.N.R. Over and above that the City of Mississauga would be responsible for 100% for upgrading the sidewalk and associated fencing for channelization of the pedestrians. Funds are available for this work in Account No. P.N. 84-905

RECOMMENDATION:

That the Railway Transport Committee of the C.T.C. be advised that the City of Mississauga accepts 12-1/2% of the cost of the installation of pedestrian gates on the C.N.R. Line Oakville Subdivision at Ogden Avenue, Alexander Avenue, and Clarkson Road, with the balance of the cost being funded by the C.T.C. and the C.N.R. and further, that the City of Mississauga accepts 100% of the cost of upgrading the sidewalks and associated fencing in conjunction with these works.

D.02.02.01

D.02.04

Approved

See Recommendation OW-104-87 (D. Culham)

February 25, 1987

3. Report dated February 10, 1987, from the Commissioner of Engineering and Works regarding Heavy Vehicles on Mississauga Road, Dundas Street to Burnhamthorpe Road. As a result of a request from Councillor Mahoney, Engineering personnel completed a review of heavy truck traffic on Mississauga Road between Dundas Street and Burnhamthorpe Road.

This review indicated occasional use of the roadway by delivery vehicles, but little, if any, use by construction vehicles as originally suspected. A letter however, was forwarded to the Proctor and Redfern firm, consultants for the active construction projects in the area, requesting that all construction vehicles use alternate routes.

Councillor Mahoney has suggested that perhaps an increase in the fines/demerit points for heavy truck violations is required to deter drivers from using this prohibited truck route, since it is classified as a scenic route. The Legal Department has advised that a magistrate has the authority to impose larger fines (up to two thousand dollars) for any municipal infraction, and that Council for the Municipality would have to petition the Crown Attorney of the Region of Peel to request such an increase in the fines for said violations with respect to Mississauga Road and its scenic route classification.

Councillor Mahoney has requested that City Council petition the Crown Attorney of the Region of Peel in this regard.

**RECOMMENDATION:**

That the Crown Attorney for the Region of Peel be requested to impose increased fines to act as a deterrent when prosecuting charges under the "No Heavy Trucks" by-law as it pertains to Mississauga Road as a scenic route.

F.06.04.06

**Approved**

See Recommendation OW-105-87 (F. McKechnie)

4. Report dated February 13, 1987, from the Commissioner of Engineering and Works with respect to housekeeping amendments to Traffic By-law 444-79 required as a result of a maintenance survey of the metered parking in Port Credit which has indicated that since the completion of the Lakeshore Road East reconstruction, some differences were noted between the actual field conditions and existing By-law 444-79 text.

The attached amending By-law will rectify the situation caused by the reconstruction of Lakeshore Road East. Specifically, the physical widening of Lakeshore Road East and various cross streets has generally caused the parking offset distances to be decreased. New metered parking layouts were created as well. This by-law does not add or delete signing in the field.



RECOMMENDATION:

That a by-law be enacted to amend Schedules 3 and 7 of Traffic By-law No. 444-79, as amended, to reflect field conditions as a result of the Lakeshore Road East reconstruction.

F.06.04.01

Approved

See Recommendation OW-106-87 (H. Kennedy)

Recommendations:

As per Report 4-87

Adjournment:

9:25 a.m.



OPERATIONS AND WORKS COMMITTEE

FEBRUARY 25, 1987

REPORT 4-87

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fourth report and recommends:

OW-103-87 That the City Treasurer be authorized to issue a cheque to the Mississauga Clean City Campaign in the amount of \$40,325.00 and that the balance of the grant in the amount of \$40,325.00 be dealt with at the time of Current Budget approval.

J.07.02.01  
(OW-103-87)

OW-104-87 That the Railway Transport Committee of the C.T.C. be advised that the City of Mississauga accepts 12-1/2% of the cost of the installation of pedestrian gates on the C.N.R. Line Oakville Subdivision at Ogden Avenue, Alexander Avenue, and Clarkson Road, with the balance of the cost being funded by the C.T.C. and the C.N.R. and further, that the City of Mississauga accepts 100% of the cost of upgrading the sidewalks and associated fencing in conjunction with these works.

D.02.02.01  
D.02.04  
(OW-104-87)

OW-105-87 That the Crown Attorney for the Region of Peel be requested to impose increased fines to act as a deterrent when prosecuting charges under the "No Heavy Trucks" by-law as it pertains to Mississauga Road as a scenic route.

F.06.04.06  
(OW-105-87)

OW-106-87 That a by-law be enacted to amend Schedules 3 and 7 of Traffic By-law No. 444-79, as amended, to reflect field conditions as a result of the Lakeshore Road East reconstruction.

F.06.04.01  
(OW-106-87)